

FIFTY-SEVENTH
ANNUAL REPORT
OF THE
President and Directors
TO THE
STOCKHOLDERS
OF THE
Baltimore & Ohio Railroad Co.

FOR THE YEAR ENDED 30th SEPTEMBER, 1883.

BALTIMORE:

PRINTED BY JOHN COX, 43 and 45 W. Pratt St.

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Fifty-Seventh Annual Report.

OFFICE OF THE

Baltimore and Ohio Railroad Company,

Baltimore, October 1, 1883.

The President and Directors submit to the Stockholders of the Baltimore and Ohio Railroad Company the following statement of its affairs for the fiscal year ended 30th September, 1883.

The Reports of the Treasury, Transportation, Road and Machinery Departments, and of the General Manager of the Trans-Ohio Divisions, are appended.

THE REVENUES.

The Revenues of the Main Stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout, and the Somerset and Cambria Railroads, have been...\$11,579,839 25

Of the Washington Branch.....	346,505 27
“ Parkersburg Branch	738,527 26
“ Central Ohio Division.....	1,103,838 65
“ Lake Erie Division.....	999,128 38
“ Chicago Division	1,878,167 22
“ Wheeling, Pittsburgh and Baltimore Railroad	72,090 75
“ Pittsburgh Southern Railroad from November 1, 1882	43,787 70
“ Newark, Somerset and Straitsville Railroad.....	164,781 04
“ Pittsburgh and Connellsville Railroad (Pittsburgh Division).....	2,813,172 41

Total	\$19,739,837 93
Showing an increase compared with 1882, of	1,355,962 21
And, compared with 1881, an increase of....	1,275,960 67
And, compared with 1880, an increase of....	1,422,097 83
And, compared with 1879, an increase of.....	5,545,857 50

I.—OF THE MAIN STEM.

The assets and liabilities of the Company are shown in statement A of the Treasurer. The earnings and working expenses are shown in statement B.

The following analytic statement is given, in order to furnish particulars of expenses in comparison with the two preceding years.

MAIN STEM.

Statement of the Earnings and Working Expenses for the Fiscal Years 1881, 1882 and 1883, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout, and the Somerset and Cambridge Railroads.

	1881.	1882.	1883.
EARNINGS.	\$11,122,259 56	\$10,556,569 60	\$11,579,839 25
EXPENSES.			
General Expenses.....	\$210,627 92	\$198,227 40	\$200,733 89
Losses by Accidents, &c....	45,833 47	72,048 95	56,609 68
Expenses of Transportation, including Express.....	2,156,414 44	2,258,207 54	2,486,047 39
Repairs of Railway.....	1,083,969 53	1,003,249 36	796,575 85
Repairs of Water Stations..	16,551 86	10,590 80	13,039 13
Repairs and Construction of Depots.....	141,236 90	154,439 97	186,663 06
Repairs of Bridges.....	74,691 24	55,788 59	58,574 31
Repairs of Telegraph Lines.	25,065 36	39,204 30	76,781 20
Repairs of Stationary Ma- chinery.....	98,201 56	95,754 98	118,276 66
Watching Cuts.....	34,854 32	31,678 99	30,546 15
Watching Tunnels.....	4,406 77	4,551 90	5,451 67
Watching Bridges.....	18,928 71	18,663 16	18,736 58
Pumping Water.....	29,386 82	28,380 57	28,217 28
Repairs of Locomotives....	686,795 58	654,236 92	624,146 36
Repairs of Passenger Cars..	236,511 93	235,533 16	299,386 71
Repairs of Burden Cars....	911,995 82	675,248 49	709,028 67
Cleaning Engines and Cars.	81,557 80	88,908 82	92,415 36
Contingent Expenses of the Machinery Department..	9,786 57	11,574 48	7,186 12
Fuel.....	386,893 87	327,305 20	319,143 36
Preparing Fuel and Filling Tenders	21,933 24	20,032 41	20,096 37
	\$6,275,643 71	\$5,983,625 99	\$6,147,655 80
Earnings more than Ex- penses.....	\$4,846,615 85	\$4,572,943 61	\$5,432,183 45
Working Expenses.....	56.42 per ct.	56.68 per ct.	53.08 per ct.

It is shown that the earnings of the Main Stem and the Branches stated, in comparison with the fiscal year 1882, have increased \$1,023,269.65, and the working expenses have increased \$164,029.81, making a comparative increase of the net profits of \$859,239.84.

The expenses of working and keeping the roads and machinery in repair amounted to \$6,147,655.80, being 53.08 per cent. upon the earnings, showing a decrease of 3.60 per cent. compared with the previous year, and of 3.34 per cent. compared with 1881. It will be seen in the statement of the gross earnings and expenses of all lines and branches operated by the Company, that the net results for the fiscal year showed an increase and gain over 1882 of \$1,251,161.17.

Semi-annual cash dividends of five per cent. upon the capital stock were paid on the 1st of November, 1882, and on the 16th of May, 1883.

The Profit and Loss Account shows an increase for the past fiscal year of \$1,855,821.05. It will be seen by this account that the Surplus Fund, which represents invested capital derived from net earnings, and which is not represented by either stock or bonds, now amounts to \$45,763,479.89.

To meet losses that it was expected would be made, in connection with the re-organization of the Marietta and Cincinnati Company, (now known as the Cincinnati, Washington and Baltimore Railway Company,) and which, realized and estimated, now amount to \$6,906,152.28, and those incurred in aiding the re-organization of the Indianapolis, Cincinnati and Lafayette Company, \$73,245.75, the following profits and investments were reserved, and have been heretofore held in "Outstanding Accounts and Loans," and not credited to the Profit and Loss Account, namely: the profits on the Pittsburgh and Connellsville Loan Guarantee Account; on the Securities of the Virginia Midland Railway Company,

and on the West Youghiogeny Railroad, and additional investments in the Hempfield and the Baltimore and Ohio and Chicago Railroads. In addition to crediting the sums of these accounts for the purpose of meeting the remainder of those losses, \$854,846.60 have been charged in the Profit and Loss Account, thus reducing the earnings of the Surplus Fund for this fiscal year, from \$2,710,667.65 to \$1,855,821.05.

The heavy losses made through the assistance rendered for many years to the Marietta and Cincinnati Road to secure the completion and effective working of that important line, great as they have been, it is believed will be justified by the results which will be realized in promoting the trade and intercourse between Baltimore and Washington, and the City of Cincinnati and the entire Southwest. The extraordinary advantages of this short line to and from Cincinnati and all the regions connected with that important centre of commerce and manufactures, cannot fail to be recognized when the distances between Cincinnati and Baltimore by this route and by other routes to New York are compared. Whilst the distance between Cincinnati and Baltimore by the Cincinnati, Washington and Baltimore Railway, the Parkersburg Branch and the Main Stem of the Baltimore and Ohio is 579 miles, the distance to New York by the New York Central, namely, via Buffalo and Albany is 868 miles, making the difference in favor of Baltimore as thus compared with New York 289 miles, a difference so striking as to be controlling in the ultimate direction of trade alike for the ordinary interchanges of traffic and for imports and exports.

Within a brief period an additional line from Columbus to Clinton Valley on the Cincinnati, Washington and Baltimore Road will be open, to be operated in connection with the Central Ohio and the Ohio and Baltimore Short Line and the Pittsburgh Southern Road, making a direct and excellent

route for passengers and freight between Pittsburgh and the Pittsburgh and Connellsville Road and the city of Cincinnati and the Southwest.

The exceptional and highly conservative system of the Baltimore and Ohio Company, without precedent in America or Europe, by which more than forty-five millions of dollars of net earnings, unrepresented by stock or bonds, have been invested, during a long series of years, in valuable improvements and extensions, in connecting lines, in the great iron bridges over the Ohio river, in elevators, wharves, piers, docks, terminal facilities, real estate, stations, etc., readily enables the Company to continue the payment of semi-annual dividends of five per cent. each on its capital stock, which amounts to only \$14,783,700, a sum so limited as to present a marked contrast to that of all competing Trunk Lines. The Capital Stock of the New York, Lake Erie and Western Railroad is \$77,087,600 ; that of the New York Central and Hudson River Railroad \$89,428,300, and that of the Pennsylvania Railroad \$85,301,300. This satisfactory condition, under serious and prolonged competition and frequent unwise action of antagonistic interests, shows that the Company, whilst continuing to effect excellent results for all holding investments in its property, can maintain a just policy, protective alike of the interests of its terminal cities and the regions with which it is connected.

THE CITY FIVE MILLION LOAN.

This loan by the City of Baltimore was made under an ordinance passed on the twenty-seventh day of December, 1853, under which ten per cent., or \$500,000, was retained as a basis for a sinking fund, and ninety per cent. in city stock paid over to the Baltimore and Ohio Company at par. In consequence of the depression at the period during which this stock was sold, namely, from 1855 to 1859, inclusive,

the sales were made by the Baltimore and Ohio Company at a loss under par of \$173,506.10. Thus the Company, deducting the sum retained for sinking fund \$500,000, and the loss by the sale of the city bonds under par \$173,506.10, received from the loan only \$4,326,493.90. The Baltimore and Ohio Company not only made all the loss on the sale of this stock under par, but it also paid all the premiums, over par, on the purchases which were made for investment in city stock for the sinking fund, which premiums amounted to \$96,683.67. It is shown therefore that the City of Baltimore throughout has been fully protected from any possible loss, and the balance of the loan \$2,575,000, which is more than doubly secured, will be paid in full at the very time, namely, the first of January, 1890, when the obligation assumed by the City on behalf of the road will mature. The City thus at an important period extended an accommodation to the Company, through the economies connected with which its dividends, of a very profitable character, on its \$3,250,000.00 stock in the Baltimore and Ohio Company have been paid, and the entire transaction has proved not only without loss to the City, but with important advantages both to it and the Company.

The payments for investments on account of the sinking funds, for the redemption of the Sterling Loans due in 1895, 1902, 1910 and 1927, during the year amounted to \$627,395.09, which at \$4.84 per pound sterling, make £129,627.11.9.

In accordance with the agreement with the City of Baltimore, the eighth annual payment, namely, \$40,000, of the principal of the bond for one million dollars given for the purchase of the interest of the City in the Pittsburgh and Connellsville Railroad Company, has been made, thus reducing this obligation to \$680,000.

The following statement shows the payments made and the increments in sinking funds during the fiscal year for account of the respective debts :

Increment of Sinking Funds for the redemption of the Sterling Loans due in 1895, 1902 and 1910.....	\$579,464	28
Payment on account of the principal of debt to City of Baltimore for the purchase of its interest in the Pittsburgh and Connellsville Company.....	40,000	00
The Pittsburgh and Connellsville Sinking Fund.	27,223	32
The Baltimore and Ohio and Chicago Railroad Companies' Sinking Fund.....	47,930	81
The Washington City and Point Lookout Railroad Company's Sinking Fund.....	5,865	00
Total.....	\$700,483	41

The following shows the aggregate of payments made on account of the principal, and the investments for sinking funds on account of the debts stated, namely :

Mortgage Loan redeemable in 1880.....	\$120,500	00
Mortgage Loan redeemable in 1885.....	790,000	00
Bonds of the Northwestern Virginia Railroad Company, for \$500,000, endorsed by the Baltimore and Ohio Railroad Company, payable in 1885.....	360,000	00
Loan of the City of Baltimore.....	2,425,000	00
Sterling Loan, redeemable in 1895.....	1,599,412	00
Sterling Loan, redeemable in 1902.....	2,011,098	25
Sterling Loan, redeemable in 1910.....	1,089,563	77
Sterling Loan for the Baltimore and Ohio and Chicago Companies, redeemable in 1927.....	259,661	16
Purchase of the interest of the City of Baltimore in the Pittsburgh and Connellsville Railroad Company.....	320,000	00

Sinking Fund of the Pittsburgh and Connells- ville Railroad Company.....	172,267 32
Sinking Fund of the Baltimore, Washington and Alexandria Branch of the Washington City and Point Lookout Railroad Company	44,044 24
Total.....	<u>\$9,191,546 74</u>

The coal trade of the Main Stem shows an aggregate of 2,585,011 tons, which includes 409,695 tons for the Company's supply. Of this quantity that transported for the public, delivered in Baltimore, is 1,660,350 tons, and that delivered at local and western points, 514,966 tons. In the fiscal year, 2,407,130 tons of coke and coal were transported on the Pittsburgh Division, and 684,696 tons of coal on the Trans-Ohio Divisions. The aggregate of coal and coke thus transported, including all Divisions, was 5,676,837 tons, showing an increase for the year of 29,821 tons, and an increase compared with 1881 of 1,137,210 tons, and with 1880 of 1,287,981 tons.

It is shown by the report of the Transportation Department that the tonnage of through merchandise East and West has been 2,108,325 tons, whilst in the preceding year it was 2,043,-227 tons. 702,975 barrels of flour and 12,831,761 bushels of grain were brought to Baltimore during the fiscal year, being an increase of 95,937 barrels of flour and 4,488,521 bushels of grain as compared with the preceding year. Of this aggregate of grain, 6,647,595 bushels were wheat, 4,944,736 bushels were corn and 1,150,680 bushels were oats, being an increase of 60,781 bushels of wheat, 4,353,017 bushels of corn and 47,066 bushels of oats. In live stock, the traffic has been 90,628 tons, an increase of 10,344 tons, and in lumber brought to Baltimore 94,266 tons, a decrease of 1,000 tons.

The tonnage of through merchandise East and West, was:

For 1871.....435,207 tons. For 1877.....1,047,645 tons.

“ 1872.....557,609 “ “ 1878.....1,149,499 “

“ 1873.....640,265 “ “ 1879.....1,425,629 “

“ 1874.....752,256 “ “ 1880.....1,980,397 “

“ 1875.....872,101 “ “ 1881.....2,014,110 “

“ 1876.....1,093,393 “ “ 1882.....2,043,227 “

and for 1883.....2,108,325 tons.

The passenger earnings exhibit an increase from \$1,922,401.-17 in the preceding year, \$1,714,922.16 in 1881, and \$1,379,-990.34 in 1880, to \$2,020,284.00.

All the tracks of the Main Stem and of nearly all the Branches east of the Ohio river, are now laid with steel rails. The increased cost of steel substituted for iron rails has been uniformly charged to the Repair Account.

The condition of the road bed, tracks and engines has been brought to a high standard. A large number of new and superior sleeping coaches, parlor and thoroughfare cars have been added, replete with every modern improvement and convenience.

Attention is invited to the Reports of the Masters of Transportation, Road and Machinery, and of the General Manager of the Trans-Ohio Divisions, in which will be found much interesting information in regard to the working of the roads, the increase of plant and accommodations, and improvements made during the year.

30 engines were built at the Company's works at Mount Clare, namely, 22 of the largest class for freight service, and known as the Consolidation, each weighing 107,250 pounds, with cylinders 20x24 inches, 50 inch driving wheels, 8 drivers connected, with a 2-wheel pony truck; 3 for passenger service, with cylinders 19x24 inches and 3 with cylinders 18x24 inches, and 4 drivers of 69 inches each in diameter, weighing 91,000

pounds, and 2 for switching purposes, weighing 67,050 pounds with cylinders 17x24 inches and with 4 drivers of 50 inches each in diameter. Of the number constructed 22 engines, costing \$216,443.56 have been charged to Rolling Power, and 8 costing \$62,527.02, which replace that number withdrawn, because their capacity and patterns were not adapted to the present requirements of the service, have been charged to the Repair Account.

1981 cars have been built and rebuilt at Mount Clare and other shops of the Company. The cars thus built and rebuilt include 15 eight-wheeled passenger, 51 feet 8½ inches long, with large windows and double blinds, finished in the interior with solid mahogany and bronze trimmings, decorated with oak head linings removable in sections, and furnished with three double-burner bronze lamps; one car for the postal service with six-wheeled trucks; one baggage, 51 feet 8½ inches long, with standard trucks and all modern conveniences; 1332 house, 207 stock, 38 eight-wheeled iron coal, 10 express, 139 gondola, 2 hopper gondola, 217 side dump, 15 caboose, 3 flat bottom and one rigger's car. All the freight cars built have a capacity of 40,000 lbs., being nearly double that of the cars formerly used in the service. Of this aggregate of 1981 cars, 1442 being new and additional plant, and costing \$808,372.85, have been charged to Rolling Power. 539 cars were built to replace that number worn out and destroyed, and their cost \$162,260.99, has been charged to the Repair Account. 200 house cars have been fitted with air brakes, and arranged with ventilation for the transportation of perishable freights, and 683 cars have received thorough repairs. The capacity of 194 cars has been increased from 26,000 to 40,000 pounds. The cost of these improvements as well as of the repairs, \$194,406.54, has been charged to the Repair Account. The fixed policy of

the Company is to continue to add large and effective facilities, by which its increasing business, and the commerce of the port of Baltimore, can be thoroughly accommodated and promoted.

II.—OF THE WASHINGTON BRANCH.

The financial condition of the Washington Branch is shown by the statements of the Treasurer, D, E and F. It will be seen by statement E that the earnings were \$346,505.27, showing a decrease of \$7,851.18 compared with the previous year. The expenditures charged, according to the system explained in previous annual reports, amount to \$124,257.52, being for improvements and for repairs of railway, depots, water stations and bridges, and for pumping water. The partial expenditures charged being deducted from the revenue stated, the sum of \$222,247.75 remains, an increase of net earnings, compared with the preceding year, of \$994.21. The expenditures upon the Washington Branch show a decrease compared with the preceding year of \$8,845.39. In order to make this Branch as perfect as possible, important improvements continue to be made, particularly in the substitution of stone for gravel ballast. It is designed to make the road free from dust and to perfect it in every practicable form. Semi-annual dividends of five per cent. upon the capital stock were paid on the 1st of November, 1882, and on the 17th of April, 1883.

Notwithstanding the excellent condition and satisfactory working of the Washington Branch, it will be observed that the net earnings compared with the preceding year show an increase of but \$994.21, whilst the Pennsylvania Company's line between Baltimore and Washington—the Baltimore and Potomac Road—for its last fiscal year shows an increase in its net earnings over the preceding

year of \$180,778.13 This comparative increase arises exclusively from the control the Pennsylvania Company at present has of the lines between Baltimore and Philadelphia and New York. The imperfect connections of the Pennsylvania Railroad Company for Philadelphia and New York business to and from the Washington Branch and the Main Stem of the Baltimore and Ohio Railroad Company, have caused a diminution of revenue instead of the heavy increase which should have been made. A large portion of the southern business of the Baltimore and Ohio Company has been thus practically cut off. Upon the completion of the Philadelphia Branch of the Baltimore and Ohio Road and the Baltimore and Philadelphia Railroad, the difficulties which are now caused by delayed and unsatisfactory connections will be removed, and the Baltimore and Ohio Company will then be restored, both for its southern and western business, to a position which will enable it to much more successfully compete for all northern and southern and western traffic. It is expected, on the opening of the Philadelphia Branch of the Baltimore and Ohio Road and of the Baltimore and Philadelphia Railroad, that the time between Baltimore and Philadelphia will be reduced to two hours, between Washington and Philadelphia to three hours, between Baltimore and New York to four hours, and between Washington and New York to five hours. At present passengers between Baltimore and Washington are transported by the quick trains of the Baltimore and Ohio Company in fifty minutes, and it is determined to reduce the time of these trains on the next schedule to forty-five minutes. Thirty-eight passenger trains are now run between Baltimore and Washington daily.

Much improved arrangements will also be made for the crossing of passengers over the Hudson river. It is antici-

pated that the system for the transfer of passengers at Baltimore, between Locust Point and Canton, over the Patapsco river, will be adopted for the transfer between the Jersey shore and New York, namely, that all cars with passengers will be transferred upon suitable steamers so that the passengers will not leave the cars until landed on Manhattan Island. The public will thus, as in many other forms, be greatly benefited by the construction of this important competing road, whilst at the same time it, in a greater degree, will promote the local interests of Baltimore, Washington and Philadelphia, and of the States of Maryland, Delaware and Pennsylvania.

In 1882, the Virginia Midland Company purchased the one-half interest in the tugs and barges previously owned by the Baltimore and Ohio Company, and used for the transfer of freight over the Potomac River between Alexandria and Shepherd. During the fiscal year 35,789 tons of freight have been transferred from Shepherd to Alexandria and 25,245 tons from Alexandria to Shepherd with this plant. By the use of this relatively inexpensive route, as compared with that by the long bridge over the Potomac and through Washington, a material distance can be saved. By this route, when proper arrangements are made, the time now required for the transportation of passengers between the north and south will be reduced one hour.

III.—OF THE PARKERSBURG BRANCH RAILROAD COMPANY.

Statement G of the Treasurer shows that the earnings of this road for the fiscal year were \$738,527.26, and the working expenses \$478,465.76, showing net \$260,061.50. The earnings were \$113,861.96 more than in the previous year, and the expenses decreased \$38,128.67, showing net increase compared with the previous year of \$151,990.63.

The decreased expenditures resulted largely from the use of steel rails upon the entire line.

The aggregate earnings, working expenses, and net results of the Main Stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout and the Somerset and Cambria Railroads; of the Washington Branch and the Parkersburg Branch Railroads; the Central Ohio, Lake Erie, Chicago and Pittsburgh Divisions; the Wheeling, Pittsburgh and Baltimore, and the Newark, Somerset and Straitsville Railroads, for the fiscal year, and of the Pittsburgh Southern Railroad from November 1, 1882, were, viz.:

	Earnings.	Expenses.	Net Earnings.
Main Stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout and the Somerset and Cambria Railroads.....	\$11,579,839 25	\$6,147,655 80	\$5,432,183 45
Washington Branch.....	346,505 27	124,257 52	222,247 75
Parkersburg Branch.....	738,527 26	478,465 76	260,061 50
Central Ohio Division.....	1,103,838 65	716,050 21	387,788 44
Lake Erie Division.....	999,128 38	707,347 22	291,781 16
Chicago Division	1,878,167 22	1,304,664 10	573,503 12
Pittsburgh Division.....	2,813,172 41	1,334,897 55	1,478,274 86
Wheeling, Pittsburg and Baltimore Railroad.....	72,090 75	40,070 22	32,020 53
Pittsburgh Southern Railroad, from Nov. 1, 1882...	43,787 70	35,336 92	8,450 78
Newark, Somerset and Straitsville Railroad.....	164,781 04	145,269 39	19,511 65
Working Exp's 55.89 per ct.	\$19,739,837 93	\$11,034,014 69	\$8,705,823 24

The net earnings of the Chicago Division, of the Wheeling, Pittsburgh and Baltimore Railroad Company, and of the Lake Erie and Central Ohio Divisions, have been credited to the accounts for interest of those Companies.

The aggregate working expenses of the Main Stem, with all Branches and Divisions, were 55.89 per cent. of the whole

gross revenues, being 3.55 per cent. less than the preceding year, and 5.80 per cent. less than 1881.

The net earnings of the Main Stem, including all Branches and Divisions, are.....	\$8,705,823.24
The net earnings for 1882 were.....	7,454,662.07
Showing an increased net result, for the past as compared with the preceding year of.....	<u>\$1,251,161.17</u>

The condition of all our lines, their roadbeds, tracks, and structures, has not only been fully maintained but continuously and permanently improved.

THE PITTSBURGH AND CONNELLSVILLE RAILROAD.

The earnings for the year ended September 30, 1883, were..... \$2,813,172 41

The working expenses for the same period, were..... 1,334,897 55
being 47.45 per cent.

Showing net earnings..... \$1,478,274 86

The earnings were \$166,616.86 less than those of the previous year, and the expenses decreased \$102,766 74, showing net decrease compared with the preceding year of \$63,850.12. The decrease in the ratio of working expenses has been $\frac{7.9}{100}$ of 1 per cent. as compared with the preceding year.

Net earnings..... \$1,478,274 86

After paying the interest on the \$4,000,000, 7 per cent. first mortgage bonds.....\$280,000 00

the interest on the Turtle Creek bonds..... 19,647 00

the interest on the Sterling Consolidated Mortgage bonds.....377,222 04

and the interest on the amount held in the Sinking Fund..... 4,856 43

and for the construction of 25.4

miles of double track and 7
 miles of additional sidings,
 widening and arching Brook
 tunnel, and building of new
 station houses.....503,212 83

making..... 1,184,938 30

there remains an excess of net earnings of..... \$293,336 56
 which has been credited on account of cash advances and
 interest thereon made by the Baltimore and Ohio Railroad
 Company to the Pittsburgh and Connellsville Railroad
 Company.

BALTIMORE AND OHIO AND CHICAGO RAILROAD COMPANIES.

The earnings of these Companies, known as the Chicago
 Division of the Baltimore and Ohio Railroad Company, for
 the fiscal year were\$1,878,167 22

The working expenses for the same period were 1,304,664 10
 69.46 per cent., being 4.15 per cent. less
 than the preceding year

The surplus for credit to the account of this

Division is \$573,503 12

The earnings were \$186,160.65 more than in the previous
 year, whilst the expenses increased \$59,064.09, showing a
 comparative increase of \$127,096.56.

The interest paid upon the five per cent. Sterling Loan
 of £1,600,000 taken for account of these Companies, amount-
 ed during the year to \$388,956.75 and the taxes to \$48,012.56.
 The taxes paid, \$48,012.56, being deducted from the net
 earnings, \$573,503.12, leave \$525,490.56, which have been
 credited in the Interest Account of the Main Stem, in which
 is charged the interest paid for the Baltimore and Ohio and
 Chicago Railroad Companies' Loan of 1927.

NEW LINE BETWEEN BALTIMORE AND PHILADELPHIA.

The Baltimore and Ohio Railroad Company, under resolutions adopted unanimously by the stockholders, is building the Philadelphia Branch from a point of connection with its Main Stem to the northern boundary line of Cecil County in the State of Maryland, where it connects with the road which the Baltimore and Philadelphia Railroad Company is constructing through Delaware by way of Wilmington to and into the City of Philadelphia. The Railroad of the latter Company is being built under a contract between it and the Baltimore and Ohio Company, which secures to the Baltimore and Ohio Railroad Company all the first mortgage $4\frac{1}{2}$ per cent. bonds of the Baltimore and Philadelphia Railroad Company. These bonds of the Baltimore and Philadelphia Railroad Company, with other securities, have been placed in the hands of Trustees as security for the loan of £2,400,000. This loan, issued by the Baltimore and Ohio Railroad Company for the construction of the road between Baltimore and Philadelphia, is payable in 1933, bears $4\frac{1}{2}$ per cent. interest per annum payable semi-annually in London, and has been negotiated at par.

PITTSBURGH SOUTHERN RAILROAD.

During the fiscal year the Pittsburgh Southern Narrow Gauge Railroad, extending from Washington, Pa. to Pittsburgh, $37\frac{1}{2}$ miles, was purchased. The gauge of that portion of the line in Pennsylvania between Washington and Finleyville, $17\frac{1}{4}$ miles, has been increased in width from 3 feet to the standard gauge 4 feet $8\frac{1}{2}$ inches, and a new line, $15\frac{3}{4}$ miles in length, constructed between Finleyville and Glenwood on the Pittsburgh Division. The work has been well and substantially done, the new portion of the line having

been laid with steel rails of 60 pounds weight per yard. This line has been opened for traffic since 1st August, affording a short and effective outlet from Pittsburgh and the Pittsburgh Division to the West via Washington, Pa., Wheeling and the Trans-Ohio Divisions. The Company is thus enabled to transport to the western cities coke, gas coal and the manufactured products of Pittsburgh which have heretofore been transferred at Pittsburgh to competing lines for transportation to the west. The value and effectiveness of the line has already been fully demonstrated by the large traffic offering, not only westbound from the coke and coal regions and Pittsburgh, but also in grain and provisions from Chicago and other western cities, and in iron ore from Sandusky to Pittsburgh and other manufacturing centres in western Pennsylvania.

The Wheeling, Pittsburgh and Baltimore Division between Washington, Pa., and Wheeling, 32 miles, has been much improved in order to meet the requirements of this large and additional traffic.

VALLEY RAILROAD EXTENSION TO LEXINGTON.

All of the graduation, bridging and masonry on the Valley Railroad between Staunton and Lexington, a distance of 36 miles, has been completed, and all but four miles of the track has been laid. This, it is expected, will be finished and the road opened for business before November 1st. The line has been well and substantially built and laid with steel rails. This line will form at Lexington a closely co-operative connection with the Richmond and Allegheny Railroad for Lynchburg and Richmond, and it is expected that a large traffic in iron ore from the James River ore beds to Pittsburgh and other points, and in coke from the Connellsville region to Lynchburg, &c., will be transported, in addition to a traffic in live stock, grain, merchandise and miscellaneous freights be-

tween southern and eastern Virginia and Baltimore and places reached by the lines of the Baltimore and Ohio Railroad Company.

The Valley Railroad as now constituted, embraces the line from Harrisonburg to Staunton, 26 miles, and Staunton to Lexington, 36 miles, being 62 miles, and by its direct line from Harrisonburg via Strasburg to Winchester, thence continuing by the Winchester and Potomac Road, leased and worked by the Baltimore and Ohio Company, to Harper's Ferry, and by the Main Stem from Harper's Ferry to Baltimore, presents a superior line of 243 miles between Lexington and Baltimore, and by the Metropolitan Branch of 217 miles between Lexington and the National Capital. This line will doubtless command a large business, and lead to much closer relations and more extended intercourse between the important regions traversed and Baltimore, both in passenger and freight interchanges.

THE SUMMER HOTELS IN THE ALLEGHENIES.

The increase in the accommodations of the Deer Park and Oakland Hotels, a statement of which was made in the last report, gave great satisfaction during the past season to numerous guests. The location of these hotels in the table lands of the Alleghenies, nearly 3,000 feet above the sea, furnishes admirable summer homes for visitors from the East, West, North and South. The climate and pleasant natural surroundings of these resorts are perhaps unexcelled in America or Europe. The twenty-four square miles of table lands upon the highest elevation of the Alleghenies, the streams from the eastern slope of which flow through the Potomac into the Chesapeake and Atlantic, and from the western slope through the Ohio and Mississippi rivers into the Gulf of Mexico, are constantly receiving additions to their permanent and especially their summer populations. This delightful region will doubtless become, as soon as more generally known, a lead-

ing summer resort. New roads and drives in the charming country adjacent to these mountain hotels have been continuously constructed, and the roads formerly made have been much improved. The great economy, comfort and rapidity with which these summer homes are reached from eastern and western cities and sections continue to secure a large and increasing travel.

BALTIMORE AND OHIO EMPLOYEES RELIEF ASSOCIATION.

The operations of the Relief Association for the past fiscal year have continued to be most beneficial and useful to the employes of the Company. There has been paid for the benefit of members \$205,187.27 in 8824 payments, which added to the sum previously paid, makes a total of \$549,263.01 in 24,776 individual payments. The active membership is at present 15,989. Much attention has been given to sanitary conditions along the lines under the charge of the Company, and the results have been gratifying. The drainage of the road, the safety, cleanliness and ventilation of the shops, stations and other buildings, the improvement of the character of the water used for drinking purposes, and many minor features affecting the health and comfort of both the employes and patrons of the Company, have received thorough and effective attention. Earnest efforts were made during the past season to prevent the spread of malarial and other diseases. Large quantities of the best remedies, under careful medical advice, were distributed with excellent results. During August last the permanent employes on the line under construction between Baltimore and Philadelphia who were in any manner hazardously employed were admitted to membership in the Association. The advantages offered by the Association are constantly becoming more appreciated, as is shown by the desire of many members to increase their interest by paying additional pre-

miums for increased benefits, and to retain their membership after leaving the service of the Company.

The new features adopted, and which were explained in the last annual report, are much appreciated and approved. The amount received on deposit in the Savings Fund aggregates \$81,137.50. The greater portion of this sum has been invested in loans to members for the purchase and improvement of homesteads upon the lines of the Company. The facilities of the building feature, which was placed in practical operation in May last, have been fully taxed. Many employes have stated their desire to avail, during the next year, of the advantages offered by this system.

CHESAPEAKE AND DELAWARE SHIP CANAL.

The construction of this canal, so important for commercial as well as military and naval purposes, continues to attract great interest and attention. The appropriation made by Congress on the 2d of August, 1882, to complete the surveys for a ship canal to connect the Chesapeake and Delaware bays, has been expended as directed, in obtaining information which will enable the Secretary of War to decide which of the routes suggested is the best. In view of the increased advantages of the port of Baltimore, in connection with the deepening of the channel for the use of the country, the early construction of this canal becomes of still greater importance. The saving of 200 miles distance between Baltimore and eastern ports, as well as between Baltimore and the northern ports of Europe, will cause great economies in the cost of transportation of freight for a large portion of the Middle, North-Western, Western, South-Western and Southern States.

The great importance of this canal in case of foreign war is commanding increased attention, as vessels used in defending Washington and the Potomac, Baltimore and the Chesapeake,

and Philadelphia and the Delaware, could be concentrated with great rapidity for the protection of any one of these most important cities and regions. The prevention of the burning and destruction of either the National Capital, or Baltimore, or Philadelphia, by such rapid concentration of naval forces, would make the cost of this canal comparatively insignificant. As it is the policy of the United States to maintain only a small and inexpensive navy, such a permanent and effective system of protection must continue to secure additional and earnest approval and support. As during the past year, with reduced crops, 26,000,000 bushels of grain were exported from Baltimore, and when there are full crops much larger quantities, and as on account of its geographical advantages, the exports not only of the cereals but of cotton, cattle, tobacco, provisions and other commodities, as well as the imports of supplies, must continue to be enlarged, the saving to consumers and producers would form an economic basis of calculation in connection with national interests that cannot fail to secure the requisite support in Congress to obtain at no distant day the construction of this great highway.

DEEPENING OF THE CHANNEL TO THE PORT OF BALTIMORE TO 27 FEET AT MEAN LOW WATER.

The work of deepening the channel to the port of Baltimore to 27 feet at mean low water has progressed with great rapidity. There is now a channel 27 feet deep, which is in use and which is greatly promoting and facilitating the commerce of Baltimore. It is important and necessary however, for safe and reliable navigation for the very heavy ships now engaged in the commerce of this port, that the channel shall be made not less than 400 feet wide. It is anticipated, in view of the great interest so large a portion of the United States has in facilitating commerce through Baltimore, and in

promoting the economies of exporting and importing goods through this port, that early in the next session of Congress the requisite appropriation will be made to give this additional and effective advantage. In view of the great interests involved in perfecting this channel, it is most reasonable and proper that an additional appropriation should be made, especially when it is remembered that in 1872 and 1873 the City of Baltimore appropriated \$400,000 for this national improvement, and that this sum was expended by her tax-payers in assisting to effect the desired object. With an appropriation of \$450,000 by the next Congress, it is understood that this important work could be rapidly completed.

NEW GRAIN ELEVATOR AT CAMDEN STATION.

During the year a substantial and commodious brick elevator 70 feet wide, 160 feet long, and 120 feet high, has been erected at Camden Station for the storage of oats, rye, corn, barley, etc., for the local trade of the city. The building contains 78 bins of one car load capacity, 22 bins of three car loads capacity, 11 bins of four car loads capacity, and 7 bins of six car loads capacity, making a total of 118 bins with a capacity of 258,000 bushels. This elevator supplies an economical accommodation which has been much needed by the grain trade of the city, there having been no suitable storage facilities for such grain. Thus an accumulation of stock has been prevented, and consequently prices have been very irregular. This irregularity in prices has prevented the handling of oats for export, and hence Baltimore has been largely excluded from this export trade. It is confidently expected that the erection of this elevator will not only greatly facilitate and increase the trade of the city for local consumption, but will be the means of attracting to Baltimore an extensive trade in oats for foreign export through the Locust Point elevators. The immense

capacity of those elevators, four million bushels, can be used for the extension of this trade as well as for corn and wheat. It will be the policy of the Company to encourage in every practicable form both the home and export trade in this commodity.

The Board express with pleasure their continued appreciation of the successful management of the business of the Company through the faithfulness and efficiency of the officers and employes in all departments of the service.

By order of the Board,

JOHN W. GARRETT,

President.

Treasurer's Annual Statements.

A

BALTIMORE & OHIO RAILROAD COMPANY, 30TH SEPTEMBER, 1883.

LIABILITIES.	
Stock.....	\$14,783,700 00
Stock Serip not funded.....	8,866 00
Preferred Stock, dividends fixed and limited at six per ct....	5,000,000 00
Surplus Fund—which represents invested capital derived from net earnings, and which is not represented by either Stock or Bonds.....	45,763,479 89
	\$65,556,045 89
Loan extended at 4 per cent. Interest payable January and July.....	579,500 00
Loan redeemable in 1885, with Coupons payable in April and October, originally.....	\$2,500,000 00
Less payment on account.....	790,000 00
	1,710,000 00
City Loan, originally.....	\$3,000,000 00
Less Sinking Fund in charge of the City of Baltimore.....	2,425,000 00
	2,575,000 00
Sterling Loan redeemable in 1895. Coupons payable in March and September. £800,000, at \$4.84.....	\$8 872,000 00
Less for Sinking Fund, £330,457 0s. 6d. at \$4.84.....	1,599,412 00
	2,272,588 00
Sterling Loan redeemable in 1902. Coupons payable in March and September, £2,000,000, at \$4.84.....	\$9,680,000 00
Less for Sinking Fund, £415,516 8s. 5d. at \$4.84.....	2,011,098 25
	7,668,901 75
Sterling Loan redeemable in 1910. Coupons payable in May and November, £2 000,000, at \$4.84.....	\$9,680,000 00
Less for Sinking Fund, £225,116 9s. 8d. at \$4.84.....	1,089,563 77
	8,590,436 23
Sterling Five per cent. Loan, redeemable in 1927. Coupons payable in June and December. For account of Baltimore and Ohio and Chicago Railroad Companies—£1,600,000 at \$4.84.....	\$7,744,000 00
Secured by Bonds Baltimore and Ohio and Chicago Railroad Companies, held by Trustees, £1,600,000, at \$4.84.....	7,744,000 00
Loan redeemable in 1919. For Parkersburg Branch Railroad Company.....	\$3,000,000 00
Secured by Mortgage Bonds of the Parkersburg Branch Railroad Company, held by Trustees.....	3,000,000 00
Bond for purchase of the interest of the City of Baltimore in the Pittsburgh and Connellsville Railroad Company..	\$1,000,000 00
Less 8 Annual Payments on account, of \$40,000 each.....	320,000 00
	680,000 00
Bills Payable.....	511,093 89
Bonds to State of Maryland, due July 1, 1888. Coupons January and July, in settlement under Act of 1878, chapter 153, section 4.....	366,000 00
Bonds of the Northwestern Virginia Railroad Company, of which the payment, principal and interest, has been assumed by the Baltimore and Ohio Railroad Company, under contract of July 18th, 1864, viz : Third Mortgage Endorsed Bonds, originally \$500,000, reduced to.....	140,000 00
Unclaimed Dues.....	110,863 14
Washington Branch Road.....	282,167 68
	\$91,042,596 58

B

STATEMENT OF THE EARNINGS AND WORKING EXPENSES

Of the BALTIMORE AND OHIO RAILROAD COMPANY, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout and the Somerset and Cambria Railroads, for the fiscal year ended 30th September, 1883.

Earnings of the Main Stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout and the Somerset and Cambria Railroads.....		\$11,579,839 25
EXPENSES.		
Expenses of Transportation.....	\$2,486,047 39	
General Expenses.....	200,733 89	
Losses by Accidents, &c.....	56,609 68	
Repairs of Railway.....	796,575 85	
Repairs of Locomotives.....	624,146 36	
Repairs of Burden Cars.....	709,028 67	
Repairs of Passenger Cars.....	299,386 71	
Repairs of Stationary Machinery.....	118,276 66	
Repairs and Construction of Depots.....	186,663 06	
Repairs of Water Stations.....	13,039 13	
Repairs of Bridges.....	58,574 31	
Repairs of Telegraph Lines.....	76,781 20	
Fuel.....	319,143 36	
Contingent Expenses of Machinery Department.....	7,186 12	
Cleaning Engines and Cars.....	92,415 36	
Preparing Fuel and Filling Tenders.....	20,096 37	
Pumping Water.....	28,217 28	
Watching Cuts.....	30,546 15	
Watching Tunnels.....	5,451 67	
Watching Bridges.....	18,736 58	
		6,147,655 80
		<u>\$5,432,183 45</u>

Working Expenses, 53.08 per cent.

Treasury Department, Baltimore and Ohio Railroad Company, }
30th SEPTEMBER, 1883.

W. H. IJAMS, TREASURER.

TREASURER'S STATEMENT.

31

1882. November 1.	To Dividend of five per cent. upon the Capital Stock.	\$739,185 00	1882. October 1.	By Balance at the credit of this account.	\$43,907,658 84
May 16	" Dividend of five per cent. upon the Capital Stock.	739,190 00	November 1.	" Dividend of five per cent. for the six months ended September 30th, 1882, upon 10,280 shares of the Washington Branch Stock owned by the Main Stem.	51,400 00
September'r 30	" Interest and Taxes, including interest on Sterling Loan of 1921, issued for account of Baltimore and Ohio and Chicago Railroad Companies..\$3,043,257 22		1883. April 17.	" Dividend of five per cent. for the six months ended March 31st, 1883, upon 10,280 shares of the Washington Branch Stock owned by the Main Stem.	51,400 00
"	Less cash receipts, including the net earnings of the Baltimore and Ohio and Chicago Railroad Companies, the Lake Erie and Central Ohio Divisions.	1,895,565 34	September'r 30	" House Rents received during the twelve months.	21,008 96
"	To Ground Rents.		"	" Earnings for the twelve months ended this day.\$11,579,839 25	
"	" Rent of Winchester and Potomac Railroad.	37,751 22	"	Less expenses for the same period.	6,147,655 80
"	" Rent of Winchester and Strasburg Railroad.	27,000 00	"	By Increment from the Sinking Fund of the Washington City and Point Lookout Railroad.	5,432,183 45
"	" Rent of Strasburg and Harrisonburg Railroad.	5,229 00			5,865 00
"	" Rent of Washington City and Point Lookout Railroad.	89,250 00			
"	" Straitsville Division, loss operating.	38,000 00			
"	" Amount of loss on Securities of the Marietta and Cincinnati Railroad Co.	29,923 66			
"	those incurred in aiding the reorganization of the Indianapolis, Cincinnati and Lafayette Railroad Co., \$73,245 75, less the profits and investments which were reserved and heretofore held in Outstanding Accounts and Loans to meet these losses, and not credited to Profit and Loss, viz.: Profits on the Pittsburgh and Connellsville Railroad Loan Guarantee Account; Securities of the Virginia Midland Railway Co., the West Youghiogheny Railroad, and additional investments in the Hempfield and Baltimore and Ohio and Chicago Railroad Companies.	854,846 60 45,763,479 89			
"	Balance carried down.	\$49,469,516 25	1883. October 1.	By Balance brought down.	\$45,763,479 89
				Showing the increase of the Surplus Fund during the fiscal year, \$1,856,821 05	

Treasury Department, Baltimore and Ohio Railroad Company, {
30th SEPTEMBER, 1883.

W. H. IJAMS, TREASURER.

D

STATEMENT OF THE ASSETS AND LIABILITIES

Of the WASHINGTON BRANCH ROAD, 30th September, 1883.

ASSETS.

Road from Washington Junction to Washington City, Double	
Track, with Real Estate, &c.....	\$1,650,000 00
Amount due by the Baltimore and Ohio Railroad Company.....	282,167 68
	<hr/>
	\$1,932,167 68

LIABILITIES.

Stock.....	\$1,650,000 00
Annuity (Principal).....	20,000 00
Profit and Loss.....	262,167 68
	<hr/>
	\$1,932,167 68

Treasury Department, Baltimore and Ohio Railroad Company, }
30th SEPTEMBER, 1883. *}*

W. H. IJAMS, TREASURER.

E

STATEMENT OF THE EARNINGS OF THE WASHINGTON BRANCH
ROAD, AND EXPENDITURES OF THE ROAD DEPARTMENT,
for the Fiscal Year ended 30th September, 1883.

Earnings.	\$346,505 27
EXPENDITURES OF THE ROAD DEPARTMENT.		
Repairs of Railway	\$115,448 31	
Repairs of Depots	1,886 61	
Repairs of Water Stations	133 66	
Pumping Water.. ..	5,979 40	
Repairs of Bridges	809 54	
		124,257 52
		<hr/> \$222,247 75

Treasury Department, Baltimore and Ohio Railroad Company, }
30th SEPTEMBER, 1883.

W. H. IJAMS, TREASURER.

R

DR. *Washington Branch Road, PROFIT AND LOSS ACCOUNT for the Fiscal Year ended 30th September, 1883.* CR.

1882. Nov. 1..	To dividend of five per cent. for the half year ended 30th September, 1882.....	\$82,500 00	1882. Oct. 1..	By Balance at the credit of this account this day.....	\$217,057 75
1883. April 17.	" dividend of five per cent. for the half year ended 31st March, 1883.....	82,500 00	1883. Sept. 30.	" Earnings for the fiscal year ended 30th Sept., 1883.....	\$346,505 27
Sept. 30.	" Taxes	11,137 82		Less Expenditures of Road Department.....	124,257 52
"	" Payment on account of Annuity.....	1,000 00			222,247 75
"	" Balance carried down	262,167 68			
		\$439,305 50			\$439,305 50
			1883. Oct. 1..	By Balance brought down	\$262,167 68

Treasury Department, Baltimore and Ohio Railroad Company, }
30th SEPTEMBER, 1883.

W. H. JAMS, TREASURER.

G

STATEMENT OF THE EARNINGS AND WORKING EXPENSES

*Of the PARKERSBURG BRANCH RAILROAD for the Fiscal Year
ended 30th September, 1883.*

Earnings		\$738,527 26
EXPENSES.		
Expenses of Transportation.....	\$184,280 94	
Fuel	21,770 71	
Repairs and use of Locomotives.....	49,740 33	
Repairs and use of Burden Cars.....	27,986 46	
Repairs and use of Passenger Cars.....	8,073 46	
Repairs of Stationary Machinery.....	3,701 21	
Repairs of Depots.....	7,906 72	
Contingent Expenses of the Machinery Departm't.	39 70	
Cleaning Engines and Cars	6,669 75	
Preparing Fuel and filling Tenders.....	890 31	
Repairs of Railway.....	131,303 55	
Repairs of Water Stations.....	1,832 87	
Repairs of Bridges.....	6,204 49	
Repairs of Telegraph.....	1,493 34	
Pumping Water.....	3,913 71	
General Expenses.....	5,201 86	
Taxes	15,772 24	
Losses by Accidents, &c.	1,684 11	
		478,465 76
		\$260,061 50

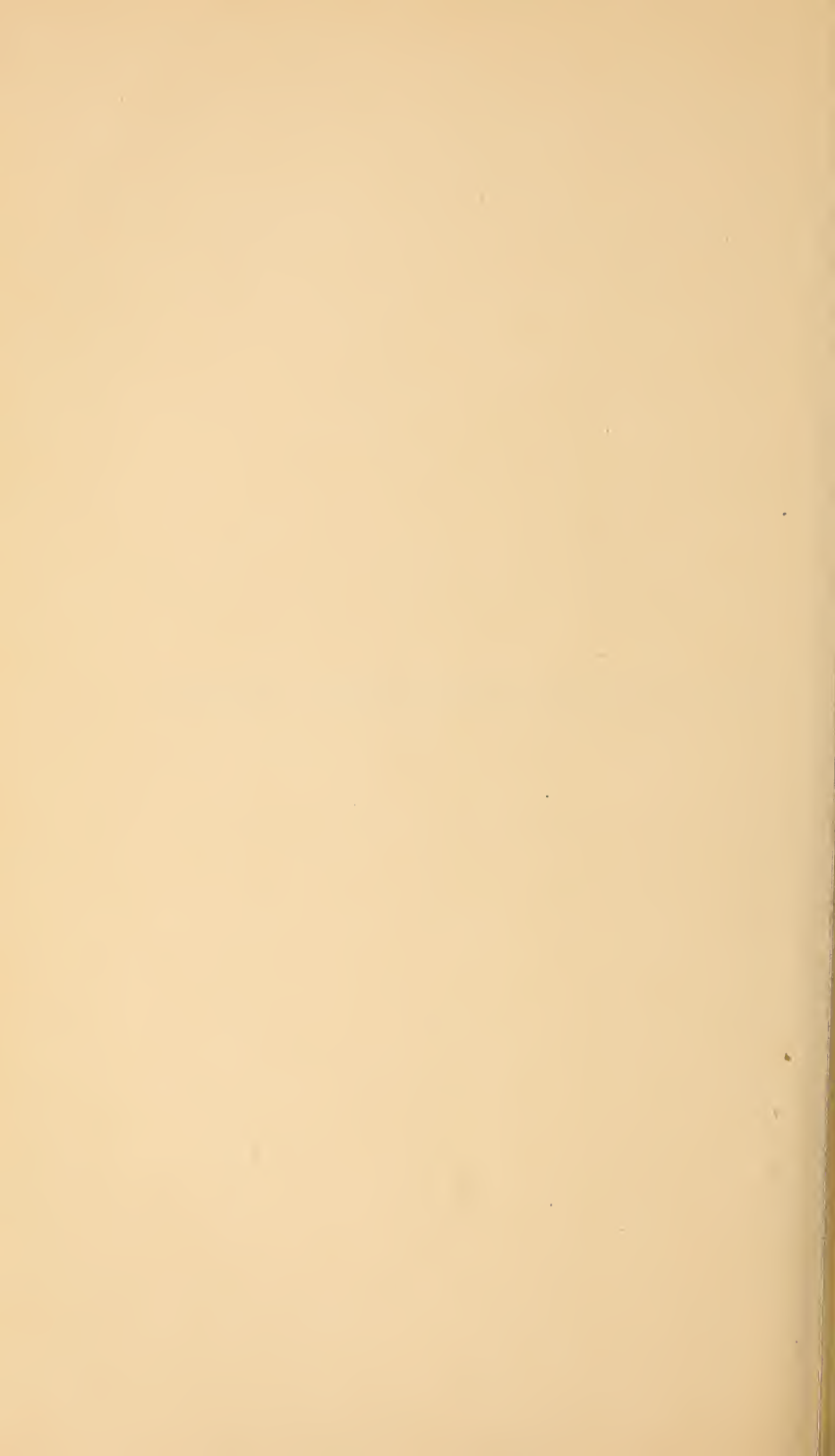
Working Expenses, 64.78 per cent.

Treasury Department, Baltimore and Ohio Railroad Company, }
30th SEPTEMBER, 1883. }

W. H. IJAMS, TREASURER.



Transportation Department Report.



OFFICE OF THE MASTER OF TRANSPORTATION,

BALTIMORE AND OHIO RAILROAD COMPANY,

Baltimore, 1st October, 1883.

JOHN W. GARRETT, Esq.,

President.

SIR:—The following is a statement of the operations of this Department for the fiscal year ended 30th September, 1883.

THE REVENUES.

The usual statements, with the comparisons and summaries, are herewith presented:

A

STATEMENT OF REVENUE

Earned on the MAIN STEM of the Baltimore and Ohio Railroad, including the WINCHESTER AND POTOMAC, WINCHESTER AND STRASBURG, the STRASBURG AND HARRISONBURG, the METROPOLITAN BRANCH, the WASHINGTON CITY AND POINT LOOKOUT and the SOMERSET AND CAMBRIA RAILROADS, from 1st October, 1882, to 30th September, 1883.

MONTHS.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue.
October, 1882.....	\$178,383 10	\$808,802 55	\$ 987,185 65
November "	139,781 11	909,457 87	1,049,238 98
December "	150,541 51	860,826 77	1,011,368 28
January, 1883.....	118,654 12	704,135 57	822,789 69
February "	105,197 93	663,602 54	768,800 47
March "	142,489 27	810,454 95	952,944 22
April "	166,700 97	651,777 42	818,478 39
May "	180,687 59	722,621 28	903,308 87
June "	195,368 71	724,028 82	919,397 53
July "	197,398 41	733,237 98	930,636 39
August "	215,450 45	981,427 46	1,196,877 91
September "	229,630 83	989,182 04	1,218,812 87
Totals.....	\$2,020,284 00	\$9,559,555 25	\$11,579,839 25

B

STATEMENT OF REVENUE

*Earned on the WASHINGTON BRANCH of the Baltimore and Ohio Railroad
from 1st October, 1882, to 30th September, 1883.*

MONTHS.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue.
October, 1882.....	\$22,668 81	\$9,444 50	\$32,113 31
November ".....	20,514 26	7,892 97	28,407 23
December ".....	19,509 92	8,165 77	27,675 69
January, 1883.....	16,252 43	7,412 71	23,665 14
February ".....	14,885 18	7,080 90	21,966 08
March ".....	18,147 13	6,762 30	24,909 43
April ".....	18,878 18	6,837 39	25,715 57
May ".....	20,943 26	6,855 81	27,799 07
June ".....	22,006 69	5,997 57	28,004 26
July ".....	21,702 55	6,949 18	28,651 73
August ".....	28,301 44	11,280 35	39,581 79
September ".....	27,623 71	10,392 26	38,015 97
Totals.....	\$251,433 56	\$95,071 71	\$346,505 27

C

STATEMENT OF REVENUE

*Earned on the PARKERSBURG BRANCH of the Baltimore and Ohio Railroad,
from 1st October, 1882, to 30th September, 1883.*

MONTHS.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue.
October, 1882.....	\$19,157 90	\$48,786 38	\$67,944 28
November ".....	16,337 34	48,051 96	64,389 30
December ".....	19,133 68	47,753 75	66,887 43
January, 1883.....	14,287 62	35,610 97	49,898 59
February ".....	13,305 09	37,865 96	51,171 05
March ".....	16,842 77	48,494 85	65,337 62
April ".....	17,182 02	38,970 00	56,152 02
May ".....	18,489 03	36,740 68	55,229 71
June ".....	21,897 92	38,435 79	60,333 71
July ".....	19,650 15	37,397 96	57,048 11
August ".....	21,675 63	45,001 64	66,677 27
September ".....	26,378 87	51,079 30	77,458 17
Totals.....	\$224,338 02	\$514,189 24	\$738,527 26

D

SUMMARY OF REVENUE FOR THE ENTIRE ROAD FOR 1883,

Compared with the Revenue for the fiscal year ended 30th September, 1882.

MAIN STEM,

Including the WINCHESTER AND POTOMAC, WINCHESTER AND STRASBURG, the STRASBURG AND HARRISONBURG, the METROPOLITAN BRANCH, the WASHINGTON CITY AND POINT LOOKOUT, and the SOMERSET AND CAMBRIA RAILROADS.

Date.	Passengers.	Tonnage.	Total.
For 1883.....	\$ 2,020,284 00	\$9,559,555 25	\$11,579,839 25
For 1882.....	1,922,401 17	8,634,168 43	10,556,569 60
Increase	\$97,882 83	\$925,386 82	\$1,023,269 65

PARKERSBURG BRANCH RAILROAD.

Date.	Passengers.	Tonnage.	Total.
For 1883.....	\$224,338 02	\$514,189 24	\$738,527 26
For 1882.....	205,617 74	419,047 56	624,665 30
Increase	\$18,720 28	\$95,141 68	\$113,861 96

WASHINGTON BRANCH RAILROAD.

Date.	Passengers.	Tonnage.	Total.
For 1883.....	\$251,433 56	\$95,071 71	\$346,505 27
For 1882.....	266,011 54	88,344 91	354,356 45
Increase	\$6,726 80
Decrease	\$14,577 98	\$7,851 18

	Passengers.	Tonnage.	Total.
1883.			
Main Stem.....	\$2,020,284 00	\$9,559,555 25	\$11,579,839 25
Parkersburg Branch.....	224,338 02	514,189 24	738,527 26
Washington Branch.....	251,433 56	95,071 71	346,505 27
Totals	\$2,496,055 58	\$10,168,816 20	\$12,664,871 78
1882.			
Main Stem.....	\$1,922,401 17	\$8,634,168 43	\$10,556,569 60
Parkersburg Branch.....	205,617 74	419,047 56	624,665 30
Washington Branch.....	266,011 54	88,344 91	354,356 45
Totals	\$2,394,030 45	\$9,141,560 90	\$11,535,591 35
Increase	\$102,025 13	\$1,027,255 30	\$1,129,280 43

OPERATIONS OF THE MAIN STEM.

PASSENGER TRANSPORTATION.

It is shown by Table D that the receipts from passengers for 1882, were \$1,922,401.17, and for 1883, \$2,020,284.00, exhibiting an increase of \$97,882.83.

TONNAGE TRANSPORTATION.

The receipts from tonnage transported on the Main Stem in 1882, as shown by Table D, were \$8,634,168.43, and in 1883, \$9,559,555.25, exhibiting an increase of \$925,386.82.

E

Total number of tons THROUGH MERCHANDISE, East and West,	
for the fiscal year ended 30th September, 1883.....	2,108,325 tons.
The same for fiscal year ended 30th September, 1882.....	2,043,227 "
Increase	65,098 tons.

COMPARATIVE STATEMENT OF GRAIN, &c., received at Baltimore during
the fiscal years ended 30th September, 1882 and 1883.

	1882.	1883.
Corn, bushels.....	591,719	4,944,736
Wheat, ".....	6,586,814	6,647,595
Barley, ".....	7,891	14,250
Rye, ".....	53,202	74,500
Oats, ".....	1,103,614	1,150,680
Total bushels.....	8,343,240	12,831,761
Total 1882.....		8,343,240
Increase.....		4,488,521

Flour brought to Baltimore—

In 1882.....	607,038 bbls.
In 1883.....	702,975 "
Increase.....	95,937 bbls.

Live Stock brought to Baltimore—

In 1882.....	80,284 tons.
In 1883.....	90,628 "
Increase.....	10,344 tons.

Lumber brought to Baltimore—

In 1882.....	95,266 tons.
In 1883.....	94,266 "
Decrease.....	1,000 tons.

COAL TRADE.

Coal and Coke transported on the Main Stem and Branches, inclusive of the Company's supply.....	2,585,011 tons.
Deduct delivered at various points for the Company's supply....	409,695 "
Leaving amount transported for the public.....	2,175,316 tons.

Date.	Delivered at Locust Point.	Delivered at places in Baltimore.	Delivered at Way Stations, and points West	Total.
In 1882.....	1,599,594 tons.	71,503 tons.	463,503 tons.	2,134,600 tons.
In 1883.....	1,584,329 "	76,021 "	514,966 "	2,175,316 "
Decrease.....	15,265 tons.			
Increase.....		4,518 tons.	51,463 tons.	40,716 tons.

COAL AND COKE.

Total Coal and Coke transported on the Main Stem and Branches.	2,585,011 tons.
Pittsburgh Division.....	2,407,130 "
Trans-Ohio Divisions.....	684,696 "

Total Coal and Coke transported.....5,676,837 tons.

5,267,422

STATEMENT *showing the EXPENSES OF TRANSPORTATION on the MAIN STEM for the fiscal year ended 30th September, 1883, as compared with the same items for the fiscal year 1882.*

	1882.	1883.
Agents and Clerks.....	\$258,244 68	\$274,069 82
Passenger Conductors, Baggage Masters and Brakemen.....	80,308 91	87,028 83
Tonnage Conductors and Brakemen.....	270,477 99	284,915 23
Tonnage Enginemen.....	214,931 52	228,365 55
Tonnage Firemen.....	100,712 38	105,505 61
Passenger Enginemen.....	80,277 02	82,812 24
Passenger Firemen.....	38,902 50	40,013 25
Tonnage Teamsters.....	2,004 00	2,312 35
Depot Laborers, handling cars and freight....	332,133 49	340,868 34
Maintenance and Renewal of Stock and Harness.....	5,669 21	925 61
Oil.....	102,531 76	93,026 55
Tallow.....	41,247 22	43,371 32
Waste.....	35,803 76	34,663 01
Stationery, Printing and Advertising.....	59,222 99	47,302 61
Gas and Candles.....	14,783 63	13,274 23
Miscellaneous and Contingent, including expenses of Locust Point Elevators and Baltimore and Ohio Express.....	357,995 20	454,424 02
Eastern and Western Agencies.....	105,134 21	111,186 57
Telegraph Operators.....	157,827 07	241,982 25
Totals.....	\$2,258,207 54	\$2,486,047 39

STATEMENT *showing the EXPENSES OF TRANSPORTATION on the PARKERSBURG BRANCH for the fiscal year ended 30th September, 1883, as compared with the same items, for the year 1882.*

	1882.	1883.
Agents and Clerks.....	\$20,844 22	\$21,172 45
Tonnage Conductors and Brakemen.....	22,483 59	22,790 33
Passenger Conductors, Baggage Masters and Brakemen.....	8,470 55	8,711 25
Tonnage Enginemen.....	18,326 18	19,151 72
Passenger Enginemen.....	10,046 80	9,929 38
Tonnage Firemen.....	6,149 81	6,386 42
Passenger Firemen.....	5,028 70	4,950 73
Depot Laborers.....	25,981 24	26,530 55
Oil.....	9,694 84	8,535 44
Tallow.....	3,108 60	2,875 66
Waste.....	3,049 45	3,019 27
Stationery, Printing and Advertising.....	7,563 59	5,602 57
Miscellaneous and Contingent, including Gas, Candles and Express Expenses.....	15,491 99	16,552 06
Eastern and Western Agencies.....	15,198 43	17,663 01
Telegraph Operators.....	10,490 19	10,410 10
Totals.....	\$181,928 18	\$184,280 94

Respectfully submitted,

W. M. CLEMENTS,
Master of Transportation.

Road Department Report.



OFFICE OF THE MASTER OF ROAD,

BALTIMORE AND OHIO RAILROAD COMPANY,

Baltimore, 1st October, 1883.

JOHN W. GARRETT, ESQ., *President.*

SIR:—I submit herewith statement of the operations of the Road Department for the fiscal year ended 30th September, 1883.

REPAIRS OF RAILWAY.

This Department expended \$796,575.85 for repairs of railway, embracing the maintenance of the road, renewal of ballast, and all labor and materials used in the repairs of track. This amount, compared with that of the fiscal year 1882, shows a decrease of \$206,673.51.

Maintenance of Road, consisting of surfacing, ditching, maintaining original width of road-bed and removing slips, cost \$23,459.25, showing a decrease of \$617.00 compared with the same account for the fiscal year 1882.

Renewal of Ballast.—On this account there was expended \$55,438.39, showing an increase of \$14,198.79.

Labor and Materials for Repairs.—The amount expended in repairs for labor and materials has been:

For Labor.....	\$445,119.80
“ Materials.....	272,558.41
Total.....	<u>\$717,678.21</u>

Showing a decrease of \$220,255.30, compared with the same account for the fiscal year 1882.

RECAPITULATION.

Maintenance of Road.....	\$23,459.25
Renewal of Ballast.....	55,438.39
Labor and Materials for Repairs.....	717,678.21
Total.....	<u>\$796,575.85</u>

3128 tons of new steel rails were used in repairs, and 319,271 cross-ties.

Cost of Watching Cuts.....	\$30,546.15
“ “ Tunnels.....	5,451.67

Maintenance of Bridges.—Repairs and Rebuilding. There were expended on this account:

For Labor	\$29,256.50
“ Materials.....	29,317.81
Total.....	<u>\$58,574.31</u>

The details of which are as follows: Reese's Trestle, 700 ft. long, repaired by putting in new caps, posts and sills. Highway bridge at Ellicott City rebuilt. Rebuilt and repaired two culverts west of Monrovia, containing 130 cubic yards of masonry. Renewed floor in Highway bridge near Ijamsville. Rebuilt culvert west of Peacher's Mill, containing 105 cubic yards of masonry. Took down No. 34, iron bridge, and substituted 15 inch I beams, built two new piers and two retaining walls containing 264 cubic yards of first-class masonry. The following bridges have been repaired and adjusted: Nos. 40, 41, 42, 43, 44, 50, 55, 57, 60, 63, 69, 113, 114, 119, 120, 121, 122, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 139, 140, 141, 142, 143, 144, 145, 146, 149, 153. Bridge No. 59 renewed by putting in 15 inch I beams under tracks, new ties, guard rails and wall plates, total length 140 feet. Renewed both tracks on No. 64 bridge, total length of each 431 feet. Culverts at Sykesville, Ijamsville, Duffields, North Mountain and Paxton's Cut, and on second and third subdivisions, containing 480 cubic yards of masonry repaired. At Oakland, 75 cubic yards, and Cameron, 131 cubic yards masonry rebuilt. Bearing and guard timbers, ties, rail-joists, etc., renewed on bridges Nos. 77, 86, 87, 88, 91, 100, 112, 118, 124, 147, 148, 154. Bridges Nos. 102 and 103 renewed with I beams and bearing timbers. Floor beams and towers renewed on bridge No. 123. Bridge No. 138 renewed with I beams, ties, bearing and guard timbers, and stonework rebuilt, containing 222 cubic yards of first-class masonry. Highway bridge at

McMechen's Cut rebuilt. Openings on 6th, 8th and 10th subdivisions renewed.

Cost of Watching Bridges.....\$18,736.58

Maintenance of Depots and Buildings.—The expenditure on this account was \$186,663.06. At Locust Point, repaired bulk heads at pier 28, 150 feet long, at coffee warehouse, 216 feet long, and at elevator A, 130 feet long. Repaired east side and end of wharf at elevator A, by cutting off piles two feet and cribbing with 12 by 12 timber to proper height, put on new floors, side wharf 10 by 205 feet, and end wharf 12 by 103 feet. Replaced iron wharf with a bulk-head. Repaired piers 6 and 7 their entire length. Repaired barges B and E, from water line up. At Camden Station, coal chutes, new sills, posts and braces, and floor repaired. At Mt. Clare, repaired floor in boiler shop, and put new floor in smith's shop. Put new block floor in oil-house at Russia, and repaired coal dumps. At Ellicott City, fitted up waiting rooms, ticket and telegraph offices, and repaired passenger platform. Coal chutes at Plane No. 4 repaired. At Sandy Hook, repaired engine house by putting in new floor, and 4720 square feet new metal roof. At Martinsburg, renewed 912 square feet of roofing on machine shop, also 2300 square feet of flooring in boiler shop. Coal chutes at Cherry Run repaired. Company's houses at Sleepy Creek thoroughly repaired. At Cumberland, Queen City Hotel has been thoroughly overhauled and repainted, new roof put on the gas machine, and a fence 18 by 20 feet built around same. Repaired slate roofs at bar mill and round house. Built 290 feet of fence at Company's houses. At Keyser, scale pit walled up and 202 feet of 3 inch pipe laid, and an office 7 by 9 feet, 7 feet high, with metal roof, has been built. At Piedmont, roofs of engine house, machine shop, carpenter and paint shops painted, and coal chutes repaired. At Grafton, 213 squares of metal roof renewed and painted, also roofs of blacksmith shop, carpenter shop, and freight depot. A battery house, for telegraph department, 16 by 30 feet, 12 feet high, with metal roof, has been built. At Glover's Gap, a new telegraph office 12 by 18 feet, 12 feet high, with metal roof, has been built. At

Wheeling, passenger and freight platforms repaired, and 392 feet of 3 inch pipe laid to shops. At Bellaire, cattle pens, 200 feet new fence built, 2600 feet fence repaired, 1200 lineal feet of stalls put in, 200 feet 4 inch pipe laid, and general repairs made. Between Baltimore and Cumberland 2532 feet of platforms have been renewed and extended, and between Cumberland and Wheeling 2680 feet.

Maintenance of Water Stations.—The expenditure on this account was \$13,039.13, the details of which are as follows: At Locust Point, renewed two tubs, 20 feet diameter 12 feet high; at Riverside, pumps, penstocks and pipes repaired; at Baileys, penstocks and pipes repaired; at Sykesville and Slabtown, pumps, pipes and penstocks repaired; at Martinsburg, new penstocks put up; at Cherry Run put in new boiler, new tub 12 feet diameter and 12 feet high, and built new coal bin; at Sir John's Run, renewed sills under tub; at No. 12 Water Station, put in new pump, laid 60 feet 1½ inch pipe, and repaired pipes and penstocks; at Cumberland, renewed three penstock pits in yard; at Rawlings, 360 feet of 6 inch terra cotta pipe laid and house painted; at Keyser, pumps and pipes repaired; at Piedmont, pumps and pipes repaired, and new penstock put up; at Oakland, new penstock frame put up, boiler pipes and penstocks repaired, and a new coal house 12 by 15 feet, 8 feet high, with metal roof, built; at Rowlesburg, new penstock frame put up, boiler, pumps and pipes repaired; at Valley Falls, tub renewed, 20 feet diameter, 12 feet high, and boiler pipes and penstock repaired. Boilers, pipes and penstocks repaired at Newburg, Grafton, Farmington, Mannington, Burton, Littleton and Moundsville. At Cameron, penstock pit repaired with stone coping 8 by 10 feet and boiler pumps, pipes and penstocks repaired; at Wheeling, tub stand renewed and general repairs made.

Cost of Pumping Water.....\$28,217.28

WINCHESTER AND POTOMAC AND WINCHESTER AND STRASBURG ROADS.

Between Harper's Ferry and Strasburg, 6½ miles have been laid with iron rails, and 14,813 cross-ties have been used. Bridges Nos.

15, 33, 37 and 39 rebuilt. Put in new culverts near 26th and 30th miles, containing 134 cubic yards masonry. Built 256 square feet platform at Halltown, and repaired 350 square feet. Rebuilt 240 sq. feet platform at Charlestown, 400 square feet at Wadesville, 450 square feet at Vauchuse, 600 square feet at Cedar Creek, 700 square feet at Capon Road. Built sand house at Aldridge 8 by 10 feet, 8 feet high, with metal roof. Repaired water station at Stephenson's, and put in new pump. Engine house at Winchester repaired. Renewed flooring in engine house at Strasburg Junction. Put in 22 new cattle stops on line of road.

STRASBURG AND HARRISONBURG ROAD.

Between Strasburg and Harrisonburg $4\frac{1}{2}$ miles have been laid with iron rails, and 15,724 cross-ties have been used. Rebuilt 2640 square feet of platforms on line of road. Bridges Nos. 66, 67 and 74 renewed and No. 82 rebuilt. Repaired seventy open culverts. Water stations at Edinburg and Broadway repaired.

METROPOLITAN BRANCH.

589 tons of steel rails and 10,015 cross-ties have been used. Bridges Nos. 5, 9, 11, 13, 14, 15, 16, 17, 19, 20, 22, 23, 24, 25, 28, repaired. The following platforms have been renewed and extended: Brooks, 270 feet; Queenstown, 365 feet; Terra Cotta, 100 feet; Rockville, 395 feet.

WASHINGTON CITY AND POINT LOOKOUT BRANCH.

4,336 cross-ties have been used in renewals. All bridges have been kept in good condition.

WASHINGTON BRANCH ROAD.

Repairs of Railway.—The expenditure on this account was \$115, 448.31, of which \$5,460.75 was for ditching and maintaining road-bed, and \$14,761.50 for ballast. There were used in track 1814 tons of steel rails and 30,452 cross-ties.

Repairs of Water Stations.—The expenditure on this account was \$133.66.

Cost of Pumping Water.....\$5,979.40

Repairs of Depots and Buildings.—The expenditure on this account was \$1,886.61. At Jessups, a new freight shed 12 by 24, 11 feet high, with metal, roof has been built. At Hyattsville, new fence 1200 feet long, 4 rails high, and at Muirkirk, 736 feet long, 4 rails high, have been built. The following platforms have been renewed and repaired: Elkridge, 108 feet; Hanover, 172 feet; Jessups, 330 feet; Annapolis Junction, 570 feet; Shipleys, 75 feet; Contees, 425 feet; Muirkirk, 425 feet; Ammendale, 150 feet; Beltsville, 660 feet; Sunnyside, 160 feet; College, 427 feet; Riversdale, 150 feet; Hyattsville, 700 feet; Highlands, 150 feet; Montello, 190 feet; Rives 161 feet, and Washington City, 480 feet.

Repairs of Bridges.—The expenditure on this account was \$809.54. Bridges Nos. 5, 6 and 10 adjusted. Highway bridge at Muirkirk repaired.

PARKERSBURG BRANCH ROAD.

Repairs of Railway.—The expenditures on this account were, viz:
 For Labor and Materials for Repairs.....\$113,379.06
 “ Renewal of Ballast.....4,922.39
 “ Maintenance of Road.....13,002.10
 Total.....\$131,303.55

As compared with 1882 this amount shows a decrease of \$22,888.25. There were used on this branch 351 tons of steel rails and 49,760 cross-ties.

Repairs of Water Stations.—The expenditure on this account was \$1,832.87.

Cost of Pumping Water.....\$3,913.71

Repairs of Bridges.—The expenditure on this account was \$6,204.49. Chords, ties, bearing and guard timbers renewed on bridges Nos. 10, 12, 16, 17, 18, 19, 20, 22, 24, 25, 27, 35, 36, 52. Bridges Nos. 1, 2, 3, 4, 5, 37, 47, 49, 55, adjusted and repaired. Bridge No. 9, renewed with ties and I beams.

Repairs of Depots and Buildings.—The expenditure on this account was \$7,906.72. The following structures have been built, each with stone foundation, and metal roof: At Flemington, a new brick de

pot 20 by 40 feet, $12\frac{1}{2}$ feet high, with passenger platform 6 by 148 ft. and freight platform 8 by 40 feet; Pennsboro, a new brick depot, 18 by 40 feet, $12\frac{1}{2}$ feet high; Toll Gate, a new depot $13\frac{1}{2}$ by 40 feet, $12\frac{1}{2}$ feet high; Ellenboro, a new depot 16 by 40 feet, 13 feet high. Passenger platforms renewed at Simpson's, 152 ft., Cherry Camp, 168 feet, and Smithton, 275 feet.

CONSTRUCTION—MAIN STEM.

There have been laid $2\frac{57}{5280}$ miles of additional sidings between Locust Point and Wheeling. Doe Gully Tunnel has been widened to 26 feet for double track, total length 1218 feet. At Buckeye, 4535 cubic yards of first-class masonry have been built, in addition to the 1095 feet reported last fiscal year. About one-half of the filling has been done.

SECOND TRACK.

$3\frac{1}{2}$ miles of second track have been laid at Wheeling.

DEPOTS AND BUILDINGS—CONSTRUCTION.

At Belt's wharf, a new freight shed 41 feet wide, 155 feet long, and one story $11\frac{1}{2}$ feet high, metal sides and roof, and an office 20 feet wide by $29\frac{1}{2}$ feet long, one story $8\frac{1}{2}$ feet high, metal sides and roof have been built. At Chase's wharf, a new freight shed 33 feet wide, 160 feet long, one story 12 feet high, metal sides and roof, has been built, and wharf extended 168 feet. At Locust Point, piers 31 and 32 have been extended 120 feet in width and 403 feet in length, with a platform, 4 feet wide, covered with a shed 108 feet wide and 397 feet long, one story 17 feet high, metal sides and end, and slate roof. At Camden, a new oats elevator, 70 feet wide and 160 feet long, 120 feet high, with four elevators, and containing 118 bins, with a capacity of 258,000 bushels, has been built. At Mt. Clare, a new passenger car shop 245 feet in diameter, to contain 22 stalls, is now being built of brick with slate roof, also a new wagon shed, 167 feet 4 inches long, 28 feet wide, one story, average height $17\frac{1}{2}$ feet, is now being built of brick, with slate roof. The new bridge shop, 70 feet wide by 300 feet long, one story 20 feet high, brick, with slate roof,

has been completed, and has been furnished with all the modern machinery necessary for the construction of iron bridges. At Relay, a new green-house of brick, 11 by 75 feet, 6 feet high, has been built. This green-house has been arranged to supply plants not only for the Company's garden at Relay, but also at Cumberland, Deer Park, Oakland and Buck Horn, on Cheat River grade. At Lake Youghiogeny, a new ice house 40 by 80 feet, 18 feet high, a dwelling 22 by 32, 2 stories high, with metal roof and stone foundation, and a tool house 16 by 22 feet, 10 feet high, have been built. At Terra Alta, a new depot has been built of brick, with slate roof and stone foundation, containing a general waiting room $16\frac{1}{2}$ by 20 feet, a ladies' waiting room 15 by 21 feet, a freight room, 18 by $21\frac{1}{2}$ feet, and a telegraph office 10 by $21\frac{1}{2}$ feet. Cranberry Summit was the former name of the town of Terra Alta. The change was made by the Town Council.

Respectfully submitted,

S. R. JOHNSTON,

Master of Road.

Machinery Department Report.



OFFICE OF THE MASTER OF MACHINERY,

BALTIMORE AND OHIO RAILROAD COMPANY,

Baltimore, 1st October, 1883.

JOHN W. GARRETT, Esq., *President.*

SIR:—I submit herewith report of the operations of this Department for the fiscal year ended September 30th, 1883. My predecessor, Mr. N. E. Chapman, resigned the position of Master of Machinery on the 30th of April last.

STATEMENT OF EXPENSES OF THE MACHINERY DEPARTMENT

From 1st October, 1882, to 30th September, 1883.

MAIN STEM,

Including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout, the Washington Branch, and the Somerset and Cambria Railroads.

Repairs and Rebuilding of Locomotive Engines.....	\$624,146	36
Repairs of Passenger, Sleeping and Parlor Cars.....	299,386	71
Repairs and Rebuilding of Tonnage Cars.....	523,960	28
Repairs and Rebuilding of Coal Cars.....	128,924	31
Repairs and Rebuilding of Stock Cars.....	56,144	08
Repairs and Operating of Stationary Machinery.....	118,276	66
Cleaning Engines and Cars and putting away Engines.	92,415	36
Preparing Fuel and Filling Tenders.....	20,096	37
Contingent Expenses.....	7,186	12
Fuel.....	319,143	36
	<hr/>	\$2,189,679 61

PARKERSBURG BRANCH.

Repairs of Locomotive Engines.....	\$49,740	33
Repairs of Passenger Cars.....	8,073	46
Repairs of Tonnage Cars.....	21,323	33
Repairs of Coal Cars.....	1,663	99
Repairs of Stock Cars.....	4,999	14
Repairs of Stationary Machinery.....	3,701	21
Cleaning Engines and Cars and putting away Engines.	6,669	75
Preparing Fuel and Filling Tenders.....	890	31
Contingent Expenses.....	39	70
Fuel.....	21,770	71
	<hr/>	118,871 93
		<hr/>
		\$2,308,551 54

The equipment of locomotive engines is, namely:

In service 30th September, 1882.....	552
Built in the fiscal year of 1883.....	30
Total.....	582
Less withdrawn from the service.....	8
Present equipment.....	574

These 30 engines were built at the Mount Clare Works. 22 are of the consolidation pattern for freight traffic, with cylinders 20 by 24 inches, 50 inch driving wheels, 8 drivers connected, with a two wheel pony truck, weighing 107,250 pounds; 2, with cylinders 17 by 24 inches, and 4 drivers of 50 inches each in diameter, weighing 67,050 pounds, for use at Chicago for switching purposes; 3, for passenger service, with cylinders 19 by 24 inches, and three with cylinders 18 by 24 inches and four drivers of 69 inches each in diameter, weighing 91,000 pounds. Eight of the engines replace that number withdrawn from the service. Twenty-two of the 30 engines, costing \$216,443.56, have been charged to rolling power, and 8, costing \$62,527.02, have been charged to the repair account.

COMPARISON OF MILES RUN BY LOCOMOTIVE ENGINES.

	Main Stem.	Park Branch.	Wash. Branch.	Total.
1882.....	8,373,046	1,013,011	845,952	10,232,009
1883.....	8,857,694	1,029,780	857,483	10,744,957
Increase.....	484,648	16,769	11,531	512,948

During the year 149 engines have received thorough repairs costing \$259,917.16. The motive power is in excellent condition.

The car equipment is as follows:

In service 30th September, 1882.....	15,897
Added in fiscal year of 1883.....	1,981
Less broken up and worn out.....	539
	17,339

These 1,442 cars cost \$808,372.85, and have been charged to rolling power. The entire number of 1,981 cars has been built and rebuilt at the Company's shops. The cars thus built and rebuilt by the Company consist of 15 eight wheel passenger, 51 feet 8½ inches

long, with large windows and double blinds, finished in the interior with solid mahogany and bronze trimmings, decorated with oak head linings removable in sections and furnished with three double burner bronze lamps; one car for postal service, with six wheel trucks; one baggage car, 51 feet 8½ inches long, with standard trucks and all modern conveniences; 207 eight wheel stock cars, 33 feet long, each of 40,000 pounds capacity and equipped with the air brake; 34 eight wheel iron coal cars, each of 40,000 pounds capacity, and 4 of 26,000 pounds capacity; 812 eight wheel house cars, 33 feet long, each of 40,000 pounds capacity; 520 eight wheel house cars, 28 feet long, each of 40,000 pounds capacity; 10 express cars, 45 feet long; 139 gondola, 2 hopper gondola, 3 flat bottom, 1 rigger, 15 caboose, and 217 side dump cars. Five hundred and thirty-nine cars, costing \$162,260.99, built to replace those lost to the service, have been charged to the repair account. The capacity of 194 cars has been increased from 26,000 to 40,000 pounds at a cost of \$28,291.02, which has been charged to the repair account. 178 house cars have been arranged for ventilation and fitted with air brakes, and 22 arranged for ventilation, costing \$7,265.05. 683 cars have received thorough repairs at the cost of \$145,005.06, and 204 have been repainted costing \$13,845.41. \$8,046.90 have been charged for new and additional plant in shops, as follows: for Cumberland, one upright drill press; and for Mount Clare, one boring machine, one mortising machine, one hand planer, one large timber planer, one punching and shearing machine, one 33 inch exhaust, one 8 inch dynamo-electric machine, one 50 inch car wheel boring machine and one blower. The stationary machinery and tools are in good condition.

The destruction by fire of the passenger car shop at Mount Clare on the night of January 3d, 1883, caused an estimated loss to cars and materials of \$33,256.13. The cars destroyed consisted of one sleeping, one officers', one parlor and four passenger cars in shop for repairs, valued at \$19,331.99; also, nine passenger cars in course of construction, costing \$12,871.75, which, together with material valued at \$1,052.39, have been charged to repairs.

There have been added to the plant of the mill at Cumberland during the year, 5 sets of rolls for making 6 inch and 15 inch channel iron, 6 inch angle iron and 4 inch and 6 inch T iron; also one set of chill rolls for the new 12 inch train; one pair of new steam shears for cutting scrap iron, and one pair of new steam shears for cropping bar iron. This new plant cost \$8,191.77, and has been charged to construction. The furnaces, buildings and machinery of the mill are in good working condition. The operations for the year have been very satisfactory.

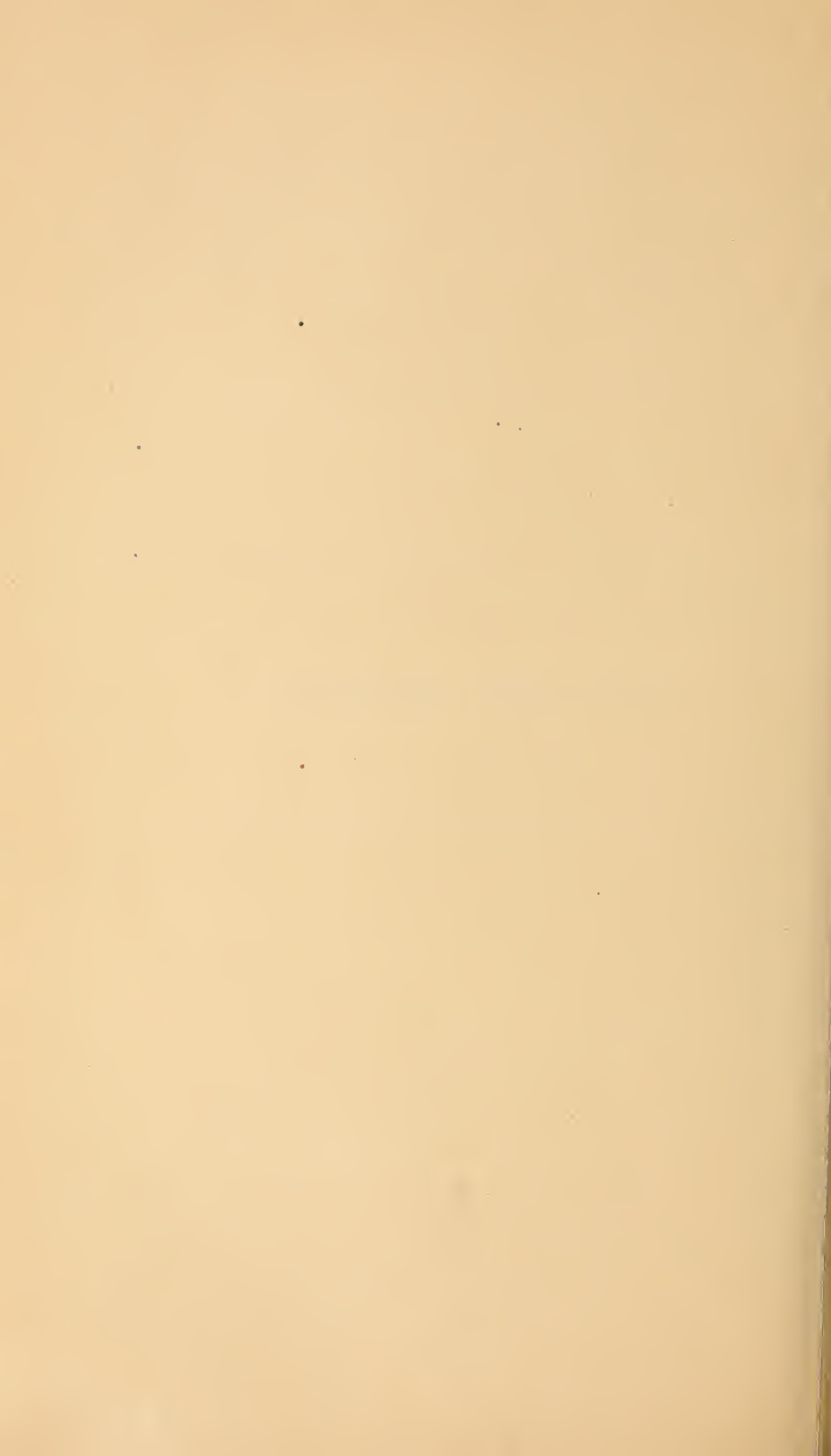
I have to express my acknowledgments to the officers and employees of this Department for their efficient service.

Respectfully,

A. J. CROMWELL,

Acting Master of Machinery.

Trans-Ohio Divisions.



BALTIMORE AND OHIO RAILROAD COMPANY,
TRANS-OHIO DIVISIONS,

OFFICE OF GENERAL MANAGER,

NEWARK, O., 1st October, 1883.

JOHN W. GARRETT, ESQ., *President*.

SIR:—I submit herewith statement of the operations of the Trans-Ohio Divisions for the fiscal year ended 30th September, 1883.

CENTRAL OHIO DIVISION.

Comparison of Earnings and Expenses for the fiscal year 1883 with 1882.

	1882-1883.	1881-1882.
Earnings.....	\$1,103,838 65	\$987,401 99
Expenses.....	716,050 21	672,469 73
Earnings more than Expenses.....	\$387,788 44	\$314,932 26
Miles run by Engines.....	1,502,343	1,472,177

ROAD DEPARTMENT.

Railway.—86 tons of steel rail and 441 tons of iron rail have been laid in the track between Bellaire and Newark. Seven miles of track between Bellaire and Newark, and 4½ miles between Newark and Columbus have been reballasted. 49,300 cross-ties have been placed in the track between Newark and Bellaire, and 23,757 between Newark and Columbus. Included in this number are those laid in new sidings, of which 2,770 feet have been laid between Bellaire and Newark, and 275 feet between Newark and Columbus. 18.56 miles of wire fence have been built between Bellaire and Newark, and 8.64 miles between Newark and Columbus. Three new cattle guards have been built, and eighteen rebuilt between Bellaire and Columbus. Safety gates, with a neat octagonal watch box, have been erected at the Fifth Street crossing, Zanesville. 13½ yards of masonry have been built in repairs to the tunnel at Barnesville. At Zanesville,

changes have been made in the yard tracks, and some additional siding laid to accommodate the new depots at this point. On the Columbus and Newark Division, grading for a second track has been commenced between the following points: Columbus and Caldwell, Alum Creek and Big Walnut, and Lockport and Granville Junction.

Bridges.—Two trussed girder bridges, of 32 feet span each, have been rebuilt at Columbia. Bridge No. 17 has been replaced with an iron truss of 72 feet span, and 40 yards of masonry built in new bridge seats. 43½ yards of masonry have been built for bridge seats at bridge No. 19, and an iron truss 90 feet 5 inches span has been erected in place of the former truss. At bridge No. 22, 63 yards of masonry have been built, preparatory to erecting an iron bridge at this point. At bridge No. 41, 55½ yards of masonry have been built for bridge seats, and an iron truss of 132 feet 6 inches span erected in place of the former wooden bridge. 57½ yards of masonry have been built for bridge seats at bridge No. 42, and an iron truss of 127 feet 6½ inches span erected in place of the former truss bridge. These iron bridges were all constructed at the Company's shop at Mt. Clare, and are handsome and substantial structures. Each of these bridges, together with iron bridge No. 37, has been painted during the year. At Campbell's, a new stone culvert, containing 124 yards of masonry has been built. At Bellaire, the street bridge has had the floor and sidewalk renewed.

Depots and Buildings.—The round house and car shop at Bellaire have been reroofed. At Lewis' Mill, an addition 13 by 16 feet has been built to the depot. At Barnesville, the agent and telegraph operators have had convenient offices fitted up in the depot building. The space formerly occupied for these offices has been added to the waiting room for passengers at this station. A coal house 8 by 10 feet, and a watch box 6 by 6 feet has been built at this point. At Spencer's a coal house 8 by 10 feet has been built, and the stock yards rebuilt. At Norwich, an addition to the passenger platform 33 feet long, and a coal house 8 by 10 feet have been built. At Zanesville, a passenger depot 30 by 102 feet, of pressed brick with

moulded brick and terra cotta trimmings and slate roof, and supplied with all the modern improvements, has been built, affording comfort to passengers and convenience and economy to the Company in handling its business. The depot formerly used for passengers, measuring 30 by 200 feet, has been converted into a freight depot and offices, and a shed with slate roof, 30 by 220 feet, erected on the north end of the building. The lot and alley way in the rear of the building have been filled, macadamized and converted into a commodious and substantial roadway, as an approach to the freight depot. A system of underground sewerage has been provided at these depots, insuring perfect drainage to the buildings and grounds. The favorable location of the Company's passenger and freight houses enables patrons of the road to reach either without crossing any tracks. 7,940 square feet of passenger platform, and a car inspector's house 8 by 12 feet, have also been built, and the stock yards rebuilt. 486 feet lineal of passenger platform have been rebuilt at Franklin, Burton's, Cassell's and Claypool's. All other buildings and depots have been kept in good repair.

Water Stations.—Two new penstocks have been erected at Zanesville, and 275 feet of 6 inch and 175 feet of 4 inch pipe laid in connection therewith. At Barnesville, a brick reservoir of a capacity of 50,000 gallons, and supplied from a natural flow, has been built; 200 feet of 6 inch pipe have been laid connecting it with the penstock. All other water stations have been maintained in good working order.

LAKE ERIE DIVISION.

Comparison of Earnings and Expenses for the fiscal year 1883 with 1882.

	1882-1883.	1881-1882.
Earnings.....	\$999,128 38	\$940,768 94
Expenses.....	707,347 22	706,067 89
Earnings more than Expenses.....	<u>\$291,781 16</u>	<u>\$234,701 05</u>
Miles run by Engines.....	1,320,012	1,274,653

ROAD DEPARTMENT.

Railway.—44 tons of steel rail and 635 tons of iron rail were laid in the track. 19.74 miles of track have been reballasted. 40,079 cross ties have been placed in the track, included in which number are those laid in sidings, of which 1.58 miles have been laid. 7.79 miles of wire fence have been built; 16 new cattle guards have been erected and 12 rebuilt. 922 feet of additional ore storage trestle work have been built at Sandusky, and the necessary tracks laid.

Bridges.—Truss bridges Nos. 2 and 3 have been reroofed. Iron bridge No. 10, destroyed by high water in February last, has been temporarily replaced with three spans of trussed girders, each 32 feet long, with trestle approaches. 113 feet lineal of trestle work have been rebuilt; on 343 feet of trestle work iron I beams have been substituted for wooden stringers, and the ties and tie-stays renewed on 388 lineal feet of trestle work. 40 yards of masonry have been built in culvert one mile north of Spring Mill, and 42 yards in culvert three miles north of Shelby. All other bridges and trestles have been kept in good repair.

Depots and Buildings.—At Newark, a new brick freight depot with slate roof, 40 by 122 feet, and a two story addition, 40 by 50 feet, for offices and storage have been built on the city side of the tracks; a macadamized roadway 40 feet wide in the rear, and opening upon a street and alley has been constructed, by which the freight house can be reached without crossing any tracks. At the shops a scale test house 20 by 30 feet has been built; 18 yards of masonry laid in ash pits and 36 yards in foundation for machinery, and 260 feet of 6 inch pipe laid in the system of fire protection. At Mt. Vernon, a coal house 8 by 10 feet has been built, and the interior of the depot painted. Two stock pens 46 by 46 feet each have also been built. At Mansfield, an engine house 20 by 60 feet has been built, new floors have been laid in the freight house, and the freight platform 8 by 175 feet has been rebuilt. At Higbee, the crossing of the New York, Chicago and St. Louis Road, a joint passenger and freight depot 20 by 34 feet, and platform 12 by 200 feet, have been built.

At Chicago Junction, an addition 25 by 72 feet has been made to platform, and 40 by 200 feet rebuilt. At Sandusky, property has been purchased for passenger depot purposes on Warren Street, between Washington and Market, the dwelling upon the site converted into a passenger depot, and 10,072 square feet of passenger platform built. The grounds have also been graded and enclosed with a neat and substantial fence. The former passenger shed is being removed and will be re-erected as a car shop, and changes and additions are being made to the shop buildings. A part of the former passenger shed is being added to the shop buildings, and other changes are being made to facilitate shop work. A tool house 8 by 12 feet has been built, the docks extensively repaired, and the coal trestles and platforms partially renewed and repaired. At Fredericktown, the depot and warehouse have been repaired and painted, and a new stock chute built. At Plymouth, the depot and warehouse have been repaired and painted. The depots at Lexington, Centerton and Prout's have been repaired and painted. At Hunt's, stock yards 50 by 50 and 60 by 60 feet have been built. All other depots and buildings have been kept in good repair.

Water Stations.—At Newark, a frost proof tub 16 by 20 feet has been rebuilt. At Lexington, a frost proof tank 16 by 20 feet has been rebuilt. At Mansfield, a frost proof tank 12 by 20 feet has been built, and 26½ yards of masonry built in foundation. At New Haven, a new tub 11 by 20 feet has been placed in the station. All other water stations have been kept in good working order.

STRAITSVILLE DIVISION.

Comparison of Earnings and Expenses for fiscal year 1883 with 1882.

	1882-1883.	1881-1882.
Earnings.....	\$164,781 04	\$188,937 47
Expenses.....	145,269 39	175,859 15
Earnings more than Expenses.....	\$19,511 65	\$13,078 32
Miles run by Engines.....	289,308	285,819

ROAD DEPARTMENT.

Railway.—579 tons of steel rail and 541 tons of iron rail have been laid in the track. 8.03 miles of track have been reballasted. 19,632 cross ties have been placed in the track, included in which number are those laid in new sidings, of which 200 feet have been laid. 4.27 miles of wire fence have been built and 15 cattle guards rebuilt. Bristol tunnel has been extensively repaired; 77 feet lineal of trestle work have been filled and converted into embankment. An extension of the line has been built 2.85 miles up Rock Run; 27,629 cubic yards of graduation have been finished, 543 feet lineal of trestle work built and 2.85 miles of track laid with steel rail. The entire extension is being enclosed with a wire fence, and cattle guards are being placed at all road crossings.

Bridges.—The bridge at the National pike, Somerset, 90 feet long, has been rebuilt. Iron girders 32 feet long have been substituted for wooden ones in bridges Nos. 3, 11 and 12. 151 feet lineal of trestle work have been rebuilt, and on 350 feet lineal, the ties and tie-stays have been renewed. 28 feet lineal of box sewer have been built. All bridges and trestles have been kept in good repair.

Depots.—At Somerset, a coal house 10 by 12 feet, and 1,306 square feet of passenger platform have been built. At Shawnee, the depot has been newly roofed and painted. All other depots and buildings have been kept in good repair.

All Water Stations have been kept in good repair.

CHICAGO DIVISION.

Comparison of Earnings and Expenses for the fiscal year 1883 with 1882.

	1882-1883.	1881-1882.
Earnings.....	\$1,878,167 22	\$1,692,006 57
Expenses.....	1,304,664 10	1,245,600 01
Earnings more than Expenses.....	\$573,503 12	\$446,406 56
Miles run by Engines.....	2,034,651	2,118,914

ROAD DEPARTMENT.

Railway.—2,829 tons of steel rail have been laid in the track. 200,146 cross ties have been placed in the track, included in which

number are those laid in new sidings. 101 cattle guards have been rebuilt, and 14.68 miles of wire fence erected.

Bridges.—Trestles 65, 74, 90, 96, 113, 119, 132, 157, 247, 255, 290, 300, 335, have been rebuilt with wooden trestles, and iron I beam stringers. 1,485 feet lineal of trestles have been rebuilt and 3,500 feet lineal have been extensively repaired. The county road bridge east of Defiance has been rebuilt. The lateral rods in the bridge across the Sandusky river, at Tiffin, have been raised to 19 feet above the rail. The deck ties and tie stays on the Calumet river bridge have been renewed. All other bridges and trestles have been kept in good repair.

Depots and Buildings.—2,490 square feet of freight platform have been rebuilt at Attica. At Bloomdale, the depot building has been rebuilt, with a bay window 4 by 8 feet, and 1,100 feet of passenger platform. At North Baltimore, 500 square feet of platform have been rebuilt. At Defiance, 3,150 square feet of platform have been rebuilt. At Hicksville, 400 square feet of floor in the elevator have been renewed. At Garrett, the carpenter shop has been rebuilt; 2,330 square feet of floor in the round house and 4,870 square feet in the machine shop have been renewed; 1,218 lights in the skylight in the machine shop have also been renewed. At Avilla, 2,050 square feet of platform, and at Milford Junction, 2,220 square feet have been rebuilt. At Bremen, the old depot has been moved and fitted up for a dwelling. At Walkerton, the coal chutes have been extensively repaired. At Alida, the passenger platform and stock yards have been rebuilt. At Suman, the stock yards have been rebuilt. At South Chicago, the ash pit has been rebuilt, and the depot building painted. The team track, at Chicago, containing about 115,000 feet of lumber has been moved and relaid on the Company's ground. The exterior of the hotels at Chicago Junction and Garrett, and the depots at Deshler, Defiance, Teagarden, Walkerton, Wellsboro, and 100th Street, South Chicago, have been painted. All other depots and buildings have been kept in good repair.

All Water Stations have been kept in good repair.

Construction.—5.13 miles of siding have been laid; 16 new cattle guards, and 6 miles of wire fence have been built; 78 miles of track have been reballasted, 9.23 miles with stone and 68.77 miles with gravel. The double track, now being built from the passenger depot at South Chicago to Illinois Central crossing, has been graded, and the track nearly completed. The rail in the double track from Parkside to South Chicago has been changed from iron to steel, and is being retied and surfaced. 10,301 feet lineal of trestle work, containing 81,903 cubic yards of earth, have been filled and converted into embankment. At trestle 168, 279 yards of masonry have been built in abutments for wagon way, upon which iron box beams 21 feet long have been placed, and 309 yards of masonry built in stone arch for water way. At trestle 288, 152 yards of masonry have been built for wagon way abutments, and iron box beams 17 feet long placed upon the same. At Tiffin, an iron bridge across the tracks at Sandusky Street, 103 feet span, has been erected under a joint contract by the B. & O. and the Pennsylvania Companies, and 59 cubic yards of masonry have been built in the abutments erected by this Company. The Auglaize river bridge, which was damaged by high water in February, 1883, is now being raised above the high water mark. 644 yards of ashlar masonry have been built in two abutments and two piers at St. Joe river, upon which three spans of iron truss, built at the shops of the B. & O. Co., Mt. Clare, are now being erected. At Chicago Junction, a side walk 150 feet long and a building for train-men's supplies and boxes have been erected. Area walls are being built around the hotel building, the cellars lowered and steam heaters put in the building. At Attica, a new passenger depot 20 by 40 feet with bay window 4 by 9 feet and slate roof has been built. The old passenger depot has been moved, raised, remodelled and painted for a freight depot; 440 square feet of platform and a coal house 8 by 10 feet have been built. At Tiffin, a standard 34 feet track scale with stone foundations has been erected. At Fostoria, an L shaped building 28 by 36 feet and 13 by 22 feet, and 2,500 square feet of platform have been built at the junction with the Columbus, Hocking Valley and Toledo Road, for interchange

of business; a coal house 10 by 12 feet has also been erected at this station. At North Baltimore, an addition 18 by 30 feet and bay window 4 by 9 feet have been made to the depot, the interior of the old portion refloored and 550 square feet of platform built. At Hamler, a freight house 16 by 20 feet and 800 square feet of platform have been built. At Holgate, a side walk 6 by 80 feet has been built. At Defiance, a freight house 26 by 68 feet and 1,428 square feet of platform have been built. At Sherwood, the freight house has been moved to the passenger station, and remodeled and repaired, and 520 square feet of platform built. At Mark Center, freight house 16 by 20 feet and 475 square feet of platform have been built. At Garrett, a store room for Road Department 18 by 24 feet, a gasoline house 8 by 10 feet and 3,017 feet of picket fence around the shop grounds have been built. The two rooms in the east end of the depot building have been made into one for the use of the Telegraph Department and a battery room fitted up in the cellar. In the waiting room, an office for Superintendent of Transportation has been partitioned off. At Avilla, the station has been rebuilt and a bay window 4 by 8 feet and baggage room 8 by 16 feet added to the same. At the junction with the Grand Rapids and Indiana Road a joint freight house 20 feet wide and fronting 30 feet on each road, with 660 square feet of platform, have been built. At Bremen, a new depot 20 by 60 feet with bay window 4 by 10 feet and slate roof, coal house 8 by 12 feet, 1,417 square feet of platform and 1,430 square feet of cinder side walks have been built. At La Paz, 800 square feet of freight platform have been built. At Alida, a power house 24 by 24 feet has been built at the elevator. At McCool's, a depot 16 by 30 feet, stock pens 50 by 50 feet and 120 square feet of platform have been built; a wagon scale has also been erected. At South Chicago, an addition to the transfer house 18 by 32 feet, covered with iron, an ice house $24\frac{1}{2}$ by $80\frac{1}{2}$ feet, a watch box 8 by 8 feet at 92d Street have been built, and a picket fence around the Company's ground is being built; a standard track scale and a suspension scale with stone foundations for each, and a scale house 8 by 10 feet, have also been erected. At Chicago, a new brick passenger depot 33 by 125 feet,

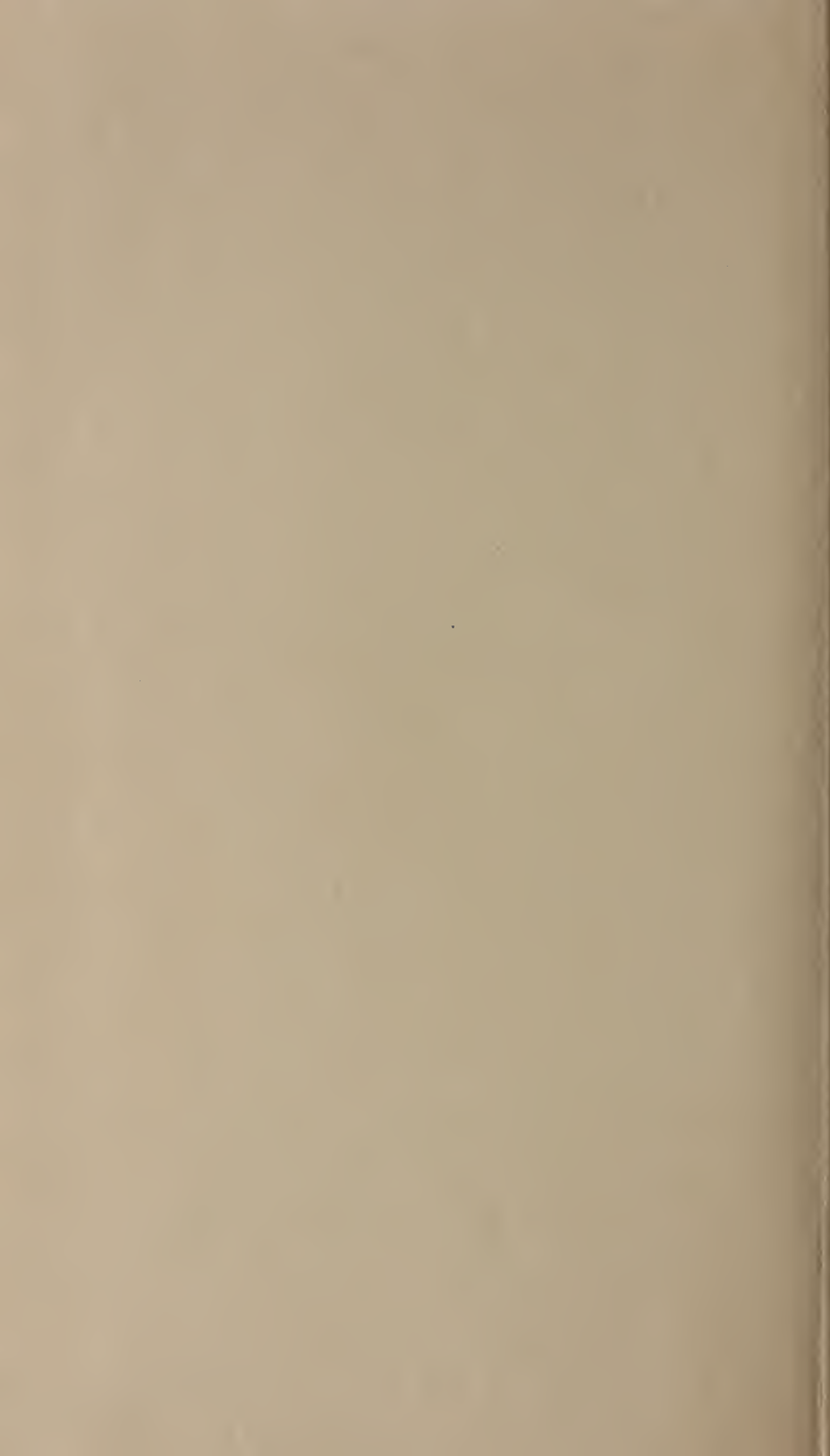
containing two waiting rooms, emigrant room, ticket and express offices, and baggage room on the first floor, and telegraph, dining car supply and conductors' rooms and general offices on the second floor, the whole building heated with steam, has been erected; an iron shed, $26\frac{1}{2}$ by 125 feet and 31 by 140 feet, with 20,164 square feet of platform have been built in connection therewith. 4,480 square feet of plank way have been laid between the armories; a track scale with stone foundations, 345 square feet of freight platform and 10,560 square feet of freight driveway have been built. The water station one mile west of Wellsboro has been moved to the station, and 12 new wells sunk, affording an abundance of water for engines.

Respectfully submitted,

B. DUNHAM,

General Manager Trans-Ohio Divisions.





DO NOT CIRCULATE

